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INTRODUCTION

In accordance with 49 CFR Part 225, a railroad must use the current FRA Guide for Preparing Accident/Incident Reports to prepare its monthly report. The instructions contained in this publication are provided to assist railroads in reporting and do not limit in any way those accidents/incidents that are to be reported.

The reporting requirements outlined in this edition of the guide remain basically unchanged from those contained in earlier versions. The primary reason for reprinting the guide is to provide additional clarification of the reporting rules, especially in those areas that have been subject to multiple interpretations in the past. Although the majority of these are associated with the reporting of casualties, additional definitions and instructions have been added to all sections. To assist the reader in locating these, a vertical bar has been placed in the margin.

The guide is organized into sections corresponding to the different reporting requirements. The first section is a general overview of reporting and recordkeeping requirements. The next six sections contain instructions for completing the individual forms. Lastly, there are various appendices that contain copies of the forms and codes used when completing these.

It is not possible to develop a perfect set of instructions that will be applied the same way in every situation. There will always be gray areas or unusual circumstances that result in different interpretations among railroads concerning reportability. FRA has received many suggestions from railroads and others for improving the guide since its last printing. Many of these have been included in this edition. FRA believes that the inclusion of these will increase uniformity of reporting between railoads and thereby improve the overall usefulness of the data being collected.

ACCIDENT/INCIDENT REPORTING AND RECORDKEEPING REQUIREMENTS

1. GENERAL

a. Purpose. The purpose of reporting accidents/incidents is to provide the Federal Railroad Administration (FRA) with information concerning hazardous conditions on the Nation's railroads. FRA needs this information to effectively carryout its regulatory responsibilities under the Federal Railroad Safety Act of 1970 and the Accident Reports Act.

The reporting rules are applicable to all railroads except those whose entire operations are confined within an industrial installation. They cover all activities of a railroad that are related to its rail transportation business.

b. Primary groups of accidents/incidents. Accidents/incidents are divided into three major groups for reporting purposes. These correspond to the different FRA forms and are:

1) Death, injury or occupational illness (Form FRA F 6180-55a)
2) Rail equipment accident/incident (Form FRA F 6180 54)
3. Rail-highway crossing collisions (Form FRA F 6180 57)

The specific requirements for the various categories of accidents/incidents are described in the instructions for completing the individual forms. Although a single form is usually sufficient to report an event, there are situations when multiple report forms are required. An example would be a rail-highway crossing collision that resulted in serious injuries. To properly report an accident of this type would require that both a Form FRA F 6180-57 and a Form FRA F 6180-55a be completed. Make sure when reporting an accident/incident that all required forms are provided.

c. Doubtful cases. The reporting officer is responsible for deciding the reportability of accidents/incidents. This decision is made after a thorough review of all evidence related to the case. If the reporting officer is certain that a particular situation is outside the scope of the reporting rules, then the basis on which this determination was made is to be documented and the case may be omitted from the monthly submission.

When the facts in a case are in dispute, a report may be filed as "claimed but not admitted." An accident/incident reported under this provision must be recorded on the appropriate form. A copy of all evidence related to the case and a letter outlining the basis for the filing must also be provided. FRA will carefully examine all documentation sent. If the facts are sufficient to support the railroad's position, the case will not be charged against a railroad. Accidents/incidents determined to be reportable will be included in the file.

The fact that there were no witnesses to an accident/incident or the refusal of the railroad to accept responsibility for an event are not grounds for failing to report. If there is evidence that a reportable situation might have occurred, it is generally advisable to make a report. Later, if it is determined that the event was not reportable, a request to delete it from FRA's files should be made.

d. Record retention. The logs, supplementary records, and annual summaries described in Section 3 must be retained for at least 5 years following the calendar year to which they apply.

A copy of all monthly accident/incident reports forwarded to FRA must be retained for at least 2 years following the calendar year to which they apply.

e. Public examination and use of reports. Accident/incident reports may be examined in room 7401 of the Office of Safety at the address listed in Section 2(a).

Section 4 of the Accidents Reports Act (36 Stat. 351, 45 U.S.C. 41) provides that monthly reports filed by railroads under the accident/incident reporting requirement may not be admitted as evidence or used for any purpose in any action for damages growing out of any matters mentioned in these monthly reports.

f. Penalties. Any railroad that fails to comply with any requirement of 49 CFR Part 225 is liable to a civil penalty and may be subject to the criminal penalties prescribed in 45 U.S.C. 39.

2. MONTHLY FORMS AND FILING REQUIREMENTS.

a. Where to file. Monthly reports of accidents/incidents and related correspondence are to be addressed to:

Office of Safety (RRS-33)
Federal Railroad Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

b. When to file. Reports must be forwarded within 30 days following the month to which they apply.

c. What to file. A Form FRA F 6180-55 (Railroad Injury and Illness Summary) must be sent each month even though there were no reportable accidents/incidents during the month. Forms FRA F 6180-55a, FRA F 6180-54 and FRA F 6180-57 are provided whenever the accidents/ incidents they describe occurred during the report month. Forms FRA F 6180-45 and FRA F 6180-56 are annual summaries and must be included in the reports sent for the month of December.

d. Arrangement of forms. Reports are to be arranged in the following order:

1. Form FRA F 6180-55
2. Form FRA F 6180-55a
3. Form FRA F 6180-54
4. Form FRA F 6180-57
5. Form FRA F 6180-56 (December report only)
6. Form FRA F 6180-45 (December report only)

e. Late reports. If it is found that a report of an accident/incident was omitted from a previous month's submission, a completed report and a letter explaining the reason for the late filing are to be sent. The late report and letter may be forwarded with the next monthly submission. Late reports must not be attached to or be included in counts of reports prepared for the current month.

f. Corrected reports. If it is necessary to correct information on a report on file with FRA, a new form must be completed that contains the corrected information. The items being changed are to be circled in red and the report must be clearly identified as being a corrected report on the top of the form. Corrected reports are to be kept separate from reports prepared for the current month.

3. OTHER RECORDKEEPING AND REPORTING REQUIREMENTS.

a. Telephone reports of certain accidents/incidents. A railroad must make an immediate report by toll free telephone (800-424-0201) whenever an accident/incident results in: 1) death of a rail passenger; 2) death of a railroad employee; or 3) death or injury of five or more persons. This report must state the:

1. Name of the railroad
2. Name, title, and telephone number of the person making the report;
3. Time, date, and location of the accident;
4. Circumstances of the accident/incident;
5. Number of persons killed or injured.

b. Log of injuries and occupational illnesses. Each railroad must maintain a log of injuries and occupational illnesses at and for each establishment. Examples of railroad establishments include: an operating division, general office, and major installations such as locomotive and car repair facilities. A copy of each log may be kept at a central location. The log is to be used to prepare the annual summary described in paragraph (d) of this section. It must contain, at a minimum, the following information:

1. Case or file number;
2. Date of injury or initial diagnosis of illness;
3. Employee's name;
4. Occupation of the employee (regular job title, not the activity being performed when the accident/incident occurred);
5. Department in which the employee is regularly employed;
6. Nature of the injury or occupational illness and the part of the body affected;
7. Extent and outcome of the injury or occupational illness to show the following as applicable:
    a. Fatality--enter the date of death,
    b. Days away from work or days of restriction--enter the number of each,
    c. Identify if the injury or illness resulted in a transfer to another job or termination of employment;
8. Name of the railroad;
9. Name of the establishment; and
10. Location of the establishment.

c. **Supplementary record of employee injury and occupational illness.** Each railroad must maintain a supplementary record of each reportable injury or occupational illness sustained by a railroad employee. It must contain, at a minimum, the following information:

1. Employee name, mailing address and location if different from the mailing address;
2. Employee name, home address, age, sex, occupation and department, and social security or employee number;
3. A description of the circumstances that led to the injury or occupational illness. This would include such things as: date, location, activity that the employee was engaged in, how the injury or illness occurred, and the name of object or substance that harmed the employee;
4. A description of the injury or occupational illness. This would include the part of the body affected, severity, and the date of the initial diagnosis of injury or illness.
5. Name and address of the attending physician. Name and address of hospital, if hospitalization was required. Name and title of the person preparing the report and the date it was prepared.

d. **Posting of annual summary**. An annual summary of reportable employee injuries and occupational illnesses that occurred during the preceding calendar year must be posted before February 1 at each establishment. This summary must remain continuously posted for at least thirty consecutive days at a location within the establishment where it may be observed by the employees. The information contained on this summary must correspond to the format found in Part VI on the reverse side of Form FRA F 6180-45, Annual Summary of Railroad Injury and Illness. It must also contain the name and address of the establishment, the date the summary was prepared, and the signature and title of the person who prepared it.

INSTRUCTIONS FOR COMPLETING FORM FRA F 6180-55

Railroad Injury and Illness Summary

1. REQUIREMENT

Form FRA F 6180-55 is used to summarize a railroad's accident/incident experience for a given month. A report must be filed, even if no accidents/incidents occurred during the report month.

2. GENERAL INSTRUCTIONS AND INTERPRETATIONS

If there were no accidents/incidents for the month being reported, this must be noted on the form.

If actual operational data (mileage, man-hours, etc.) are not available when the report is due, an estimate must be made. If it is later determined that the estimated value was significantly in error, a corrected report must be sent.

If there are substantial fluctuations in month-to-month operational data, the reason for such variations (seasonal operation, strikes, consolidation, line abandonment, etc.) should be explained.

A late or corrected report is not to be included in the counts for the current month. If such a report is forwarded with the regular submission, it must have a separate cover letter indicating that it is a corrected report or, for late submissions, explain why the report is late. The entries being changed on corrected reports must be circled in red.

If an item such as "Passenger-Miles Operated" does not apply to your railroad, enter "N/A." Enter "0" in those items for which you have nothing to report.

Round fractions and decimals to the nearest whole number.

3. DEFINITIONS

a. Train. For purposes of accident/incident reporting, a train is a locomotive or locomotives coupled with or without cars, and with or without markers displayed. This definition includes trains consisting entirely of self-propelled units designed to carry passenger, freight traffic, or both.

b. Motorcar. A self-propelled unit of equipment designed to carry freight or passenger traffic. (Does not include track motorcars or similar work equipment.)

c. Train-mile. The movement of a train for a distance of one mile. Mileage is not to be increased because of the presence of multiple locomotives in the train.

d. Yard Switching Locomotive-Mile. Computed at the rate of 6 mph for the time actually engaged in yard switching service if actual mileage is not known.

e. Passenger-mile. The movement of a passenger for a distance of one mile.

f. Accident/Incident. The term used to identify the group of events or situations related to a railroad's operation that are required to be reported. These include: fatalities, injuries and illnesses; collisions, derailments, and similar events involving the operation of on-track equipment which resulted in monetary damage above an established threshold; and impacts between rail on-track equipment and highway users at crossings.

g. Train Accident. An event such as a collision or a derailment that involves the operation of on-track equipment and results in reportable damage to track or equipment above an established threshold. (Refer to section on rail equipment accident/incident reporting--Form FRA F 6180-54.)

h. Train Incident. An event involving the movement of on-track equipment that results in a reportable casualty, but does not cause reportable damage above the threshold established for train accidents.

i. Nontrain Incident. An event that results in a reportable casualty, but does not involve the movement of on-track equipment or cause reportable damage above the threshold established for train accidents.

j. Rail-Highway Crossing Accident/Incident. An impact between on-track railroad equipment and a highway user at a crossing site. Sidewalks, pathways, shoulders and ditches associated with the crossing are considered to be part of the crossing site. The term "highway user" includes pedestrains, cyclists and all other modes of transportation.

Note: Casualties resulting from rail-highway crossing impacts may also be categorized as train accidents, train incidents, and nontrain incidents on the basis of the above definitions.

4. INSTRUCTIONS FOR COMPLETING FORM

Item	Instruction
1.	Enter the full name of the reporting railroad.
2.	Enter the reporting railroad's code; see Appendix A.
3.	Enter the month and year covered by the report.
4.	Enter the code for the state in which the report was notarized; see Appendix B.
5.	Enter the name of the county or parish in which the report was notarized. Also enter the reporting officer's name, official title, address, and telephone number.
6.	Enter the required information and have the report notarized.
7.	Miles run during month.

Do not duplicate mileage in more than one block. For example, do not include yard-switching miles in the total for locomotive train-miles.

Railroads that operate Amtrak trains should include mileage from these operations in their totals and give the number of these miles in parenthesis at the bottom of each block.

Example: A carrier runs 464,000 locomotive train-miles during the month while operating its own equipment. In addition, its crews operate Amtrak trains for a distance of 35,000 miles. The railroad should enter its locomotive train-miles as follows:

499,000
(35,000)-ATK

7a.	Enter the number of locomotive train-miles run during the month in freight and passenger service.
7b.	Enter the number of motor train-miles run during the month. Motor trains are trains made up of motorcars or moved by motorcars.

7c. Enter the number of yard switching-miles run during the month.

7d. Add the number of miles shown in items 7a, 7b, and 7c and enter total.

8a. Enter the number of hours worked by all railroad employees during the month. Include all employees in the occupational categories shown in Appendix D. Do not include time paid but not actually worked; such as holidays, vacations, etc. For railroads that complete ICC Wage Statistics Forms A and B, the value in 8a must equal the sum of line 907 (columns 4 and 5) and line 908 (columns 4 and 6) of the wage statistics report.

8b. If your railroad operates a rail passenger service, enter the number of passenger-miles run during the month. Railroads operating Amtrak trains are not to include passenger-miles from these operations in their total since Amtrak provides this data on its report. If passenger-miles are shown, the number of passengers transported must be entered in 8c.

8c. Enter the number of passengers transported by rail for the month being reported. (See 8b concerning railroads operating Amtrak equipment.)

Total Train Accidents. Enter the total number of train accidents that occurred during the month. (These are accidents reported on Form FRA F 6180.54.) When multiple forms are used to report an accident, this is to be shown as a single accident. A separate block is provided to list the number of FRA F 6180-54 report forms completed during the month.

Total FRA Forms Used:

F 6180-55a. Enter the number of forms used to record reportable casualties.

F 6180-54. Enter the number of forms used to report collisions, derailments, and similar events.

F 6180.57. Enter the number of forms used to report impacts between railroad and highway users at crossings.

Recapitulation of Casualties. All fatalities, including those due to illness, are to be recorded in the appropriate blocks under the "Kld" column. All remaining cases, including nonfatal occupational illnesses, are to be shown under the "Inj" column. If no reportable casualties occurred during the report month, enter the word "None" on line 7 under the column titled "Total."

Casualties are to be categorized according to the type of accident/incident and the type of person. The fourth position of the occurrence code used on Form FRA F 6180-55a, identifies if the casualty was the result of a train accident, a train incident, or a nontrain incident. For train accidents, this value will be "C," "D" or "X"; for train incidents, it will be "T"; and for nontrain incidents, it is left blank.

Note: All casualties shown in the recapitulation must also be reported individually on Form FRA F 6180-55a.

Section A. Summarize all reportable casualties for the month, including those resulting from rail-highway crossing impacts.

Section B. Summarize all reportable casualties resulting from a rail-highway crossing impact including those occurring at private crossings. A rail-highway crossing casualty report will have an occurrence code on Form FRA F 6180-55a that begins with "609" if the impact took place at a public crossing, or "610" if it occurred at a private crossing.

Section C. If a person who was reported in a previous month as a nonfatal case dies within 365 calendar days of the initial accident/incident and the death was due to injuries sustained or complications arising from this event, then the information requested in this section must be provided. FRA will use this information to update the original report.

5. COMMON REPORTING ERRORS

a. Missing data. If the information required for an item is not available at the time a report is to be filed, an estimate should be used. Later, if it is determined that the actual value was substantially different from the estimated value, a corrected report must be forwarded.

b. Math errors. The sum of the miles entered in items 7a, 7b and 7c must equal the total in item 7d.

The total number and distribution of casualties in Section A must agree with sum of the individual casualties on Form FRA F 6180-55a.

c. Contradictory information. If the recapitulation shows employee casualties, the number of employee hours cannot be "0."

If Rail Equipment Accident/Incident reports (Form FRA F 6180-54) or Rail-Highway Crossing Accident/Incident reports (Form FRA F 6180-57) were prepared for accidents/ incidents involving moving trains, the total number of miles run during the month cannot be "0."

If the entry in "Passenger-Miles Operated" is greater than "0," the entry in "Number of Passengers Transported, cannot be "0," and vice versa.

If passenger casualties are shown in Section A, the entry in "Number of Passengers Transported" cannot be "0".

The number of passenger-miles operated must be consistent with the number of passengers transported. Since a passenger-mile is the movement of one passenger for a distance of one mile, this number will generally be much greater than the number of passengers transported. For example, if a train carried 300 passengers a distance of 50 miles, the number of passenger-miles would be 15,000.

d. Other errors. The entry in "Total Train Accidents" is the count of those accidents that are reported on Form FRA F 6180-54.

"Section C" is not to be used to identify a fatality that occurred in the current report month. If, during the report month, a person is injured and dies on the following day or on any day prior to the end of the month, this should be reported as a fatality on Form FRA F 6180-55a. Section C is completed only when a death occurred after the month in which the initial casualty report was made.

INSTRUCTIONS FOR COMPLETING FORM FRA F 6180-55a

Railroad Injury and Illness Summary (Continuation Sheet)

1. REQUIREMENT

Any event connected with the operation of a railroad that results in one or more of the following consequences must be reported on Form FRA F 6180-55a:

a. Death of a person within 365 calendar days of the accident/incident;

b. Injury to a person, other than a railroad employee, that requires medical treatment;

c. Injury to a railroad employee that requires medical treatment, results in restriction of work or motion for one or more work days, the loss of one or more work days, termination of employment, transfer to another job, or loss of consciousness;

d. Any occupational illness of a railroad employee that is diagnosed by a physician.

2. GENERAL INSTRUCTIONS

A railroad need not report the following:

a. Casualties at rail-highway crossing sites that do not involve the presence or operation of on-track rail equipment, or the presence of railroad employees engaged in the operation of a railroad;

b. Casualties in or about living quarters that do not arise from the operation of a railroad;

c. Suicides as determined by a coroner or other public authority;

d. Attempted suicides.

Doubtful Cases

Although the reporting officer is normally responsible for determining the reportability of an accident/incident, this decision cannot be an arbitrary one. All information related to a case, including medical, hospital, and supervisor reports, as well as statements made by the employee concerning his condition, must be given careful consideration. The FRA cannot, however, delegate authority to decide matters of judgment when facts are in dispute. In all such cases, the decision shall be that of the FRA.

When the facts are in dispute, the case must be reported on the appropriate form. It may, however, be submitted as "claimed but not admitted," in which case all documentation relating to the case and a letter explaining the basis for the filing must also be provided. Documentation includes but is not limited to: employee's and supervisor's accident report; medical and hospital reports; return-to-work notices; statements and reports made by co-workers or witnesses; and a transcript of any investigation or inquiry.

All accidents/incidents reported as "claimed but not admitted" are given special examination by the FRA, and a further inquiry may be ordered. Documentation provided by a railroad that tends to refute the claim of an injured employee is given consideration, and when the facts seem sufficient to support the railroad's position, the case is not allocated to the railroad. The denial of any knowledge of the accident/incident or the refusal to admit responsibility does not exclude such cases from monthly or annual summaries. Accidents/incidents accepted as reportable are tabulated and included in the various statistical statements issued by FRA.

The fact that there were no witnesses to an accident/incident does not remove the reporting requirement if there is evidence indicating that a reportable situation may have occurred.

Joint Operations

Any reportable casualty to a railroad employee arising from an accident/incident involving joint operations is to be reported by the employing railroad, regardless of whether the employee was on or off duty.

Casualties to persons on trains or other on-track equipment are to be reported by the railroad responsible for the consist at the time of the accident/incident.

Casualties to persons not on trains or other on-track equipment are to be reported by the railroad whose consist or operation was most directly involved.

Whenever an Amtrak train operated by another railroad is involved in an accident/incident, Amtrak will report all casualties to persons on board the train except employees of the operating carrier. The operating carrier will report casualties to its employees and any other person struck by, striking, or otherwise hurt as a result of the accident/incident.

Any person found unconscious or dead on or adjacent to a railroad's premises or right-of-way is reportable by the railroad responsible for track maintenance, if it is determined that the casualty resulted from the operation of a railroad.

Whenever a person dies as a result of an accident/incident after the month in which the case was initially reported, the case is considered to be a fatality. It is not necessary, however, to submit a revised Form FRA F 6180-55a to reflect this. Any death occurring under these circumstances is to be identified in Section C of Form FRA F 6180-55 for the month in which death resulted. FRA will locate the original casualty record and change the injury code from nonfatal to fatal.

It is no longer necessary to place an "X" in column 9h to identify those cases that did not result in a day away from work or a day of restriction; this information can be determined from the entries made in columns 9f and 9g. Instead, a "P" is to be entered in this column when the sole reason for reporting an injury is the use of prescription medication. If the injured person is an employee of the railroad and restriction on the day of the injury is the only reporting condition met, enter a "R" in this column. If the injury requires other forms of medical treatment or satisfies one or more of the other reporting criteria, then this column is to be left blank.

A separate line entry must be made for each casualty.

Each accident/incident must have an identifying number that is unique for the report month. All forms used by a carrier to report a single event must use the same accident/incident number. For example, if an accident results in injury to more than one person, each line entry on the form for this accident/incident must have exactly the same identifying number.

An accident/incident that is not reportable at the time of injury that later meets the reportability criteria is to be reported for the month in which it became reportable. The carrier is required to carry the case for 365 calendar days following the date the event causing the injury occurred. This situation may occur when the injury is such that it does not require immediate medical attention; when an employee suffers an internal injury; or when a condition worsens to the point that it requires medical treatment or meets one of the other criteria for reporting.

3. DEFINITIONS AND INTERPRETATIONS

a. Work environment. The work environment is comprised of the physical location, equipment, materials processed or used, and the activities of an employee while engaged in the performance of his work, whether on or off the railroad's property. There are no stated exclusions of place or circumstances.

b. Work-related. Any event occurring within the work environment that results in physical harm to a railroad employee is generally considered to be work related, regardless of who was responsible or at fault.

c. Injury. Physical harm to a person resulting from a single event, activity, occurrence, etc.

Most injuries to railroad employees are the result of an unusual or unexpected occurrence within the work environment. However, at other times, an employee may be performing routine work when he or she experiences pain that subsequently requires medical treatment or meets one of the other criteria used in determining the reportability of an employee injury. In both instances, the employee is usually able to identify in very specific terms the event or activity that he feels caused the injury. Any injury that occurs within the work environment that can be identified in terms of time of injury, work location, and probable cause is considered to be work related, and is reportable if it meets the other requirements for reporting.

It is the reporting officer's responsibility to obtain and carefully review all information related to a case prior to making a decision concerning its reportability. This is especially true when the case involves vague circumstances or contradictory information or when an unreasonable amount of time has elasped between the date an injury allegedly occurred and the date the railroad was notified. If the reporting officer is certain that a particular case falls outside the reporting requirements, he must document (medical, hospital reports, etc.) the basis for this decision in the file if the case is to be ommitted from the monthly submission. If there is any evidence that a work-related injury may have occurred, the best advice is to report the case. Later, if it is determined that it is not reportable, a request may be made to have it deleted from the files.

Any injury that requires medical treatment is reportable on that basis alone, regardless of the type of person injured. Medical treatment, however, is just one of several criteria to be used when determining if an injury to a railroad employee is reportable. An injury to a railroad employee is reportable if it results in one or more of the following consequences:

1. Medical treatment other than first aid;
2. A day away from work;
3. Restriction of work or motion on the day of injury or any subsequent day;
4. Transfer to another job;
5. Termination of the employee due to the injury;
6. Loss of consciousness.

d. Occupational illness. Any abnormal condition or disorder of a railroad employee that is not the result of an injury, but was caused by environmental factors associated with his or her railroad employment.

The following are the various categories of occupational illnesses to be reported, and a partial listing of conditions that comprise each category.

1. Skin Diseases or Disorders

Examples: Contact dermatitis, eczema, or rash caused by primary irritants and sensitizers or poisonous plants; oil acne; chrome ulcers; chemical burns or inflamations; etc.

Note: a one-time external exposure to chemicals is considered to be an injury.

2. Dust Diseases of the Lungs (Pneumoconioses)

Examples: Silicosis, asbestosis, coal worker's pneumoconiosis, byssinosis, and other pnuemoconioses.

3. Respiratory Conditions Due to Toxic Agents

Examples: Pneumonitis, pharyngitis, rhinitis or acute congestion due to chemicals, dusts, gases, or fumes, farmer's lung, etc.

4. Poisoning (Systemic Effects of Toxic Materials)

Examples: Poisoning by lead, mercury, cadminum, arsenic, or other metals; poisoning by carbon monoxide, hydrogen sulfide or other gases; poisoning by benzol, carbon tetrachloride, or other organic solvents; poisoning by insecticide sprays such as parathion, lead arsenate; poisoning by other chemicals such as formaldehyde, plastics and resins.

5. Disorders Due to Physical Agents (Other than toxic materials)

Examples: Heatstroke, sunstroke, heat exhaustion, and other effects of environmental heat; freezing, frostbite, and effects of ionizing radiation (isotopes, X-rays, radium); effects of nonionizing radiation (welding flash, ultraviolet rays, microwaves, sunburn).

6. Disorders Caused by Repeated Trauma

Examples: Noise-induced hearing loss; synovitis, tenosynovitis, and bursitis; Raynaud's phenomena; and other conditions due to repeated motion, vibration, or pressure.

7. All Other Occupational Illnesses

Examples: Anthrax, brucellosis, infectious hepatitis, malignant and benign tumors, food poisoning, histoplasmosis, coccidioidomycosis, etc.

Note: Conditions resulting from animal, insect, or snake bites, or from one-time exposure to chemicals are considered to be injuries.

Illnesses are associated with exposure to a substance or a condition for a prolonged period of time, whereas injuries are normally the result of a single event or an activity of short duration. Hearing loss, for example, that was caused by an explosion is considered an injury; however, hearing loss due to prolonged noise within the work environment is classified as an occupational illness.

It is not a requirement that an occupational illness satisfy the same criteria used in establishing the reportability of an employee injury. Any occupational illness of an employee is reportable if it is identified as such by a physician.

e. Medical treatment. Includes treatment administered by a physician or by registered professional personnel under the standing orders of a physician. Medical treatment does not include first-aid treatment (one-time treatment and subsequent observation of minor scratches, cuts, burns, splinters, etc., which do not normally require medical care) or precautionary measures even when these services are performed by a physician or registered professional personnel.

One-time treatment of an injury should not be used as the sole basis for classifying a treatment or procedure as first aid. Medical treatment can, and often is, given on a one-time basis. The procedures used and the skills required to treat an injury, as well as the seriousness of the injury, are all factors that must be considered when determining the type of treatment rendered.

Likewise, medical treatment cannot be determined solely on the basis of who treats a case. First-aid treatment can be given by a physician and medical treatment by someone other than a physician.

The term "precautionary measures" covers those situations where a treatment is given solely as a preventive measure for a condition that does not yet exist and is not a known consequence of an injury. An example of a precautionary treatment would be a tetanus shot. Treatment of an existing condition, such as an injection given to relieve pain, is not a preventive measure.

f. Prescription medication. Those substances whose availability and distribution are controlled by registered medical professionals such as doctors, pharmacists, nurses, etc. and that are manufactured and packaged with the legend: "Caution--Federal Law Prohibits Dispensing Without Prescription", or similar warning.

It is not possible to identify every medical procedure and treatment and on that basis alone determine if first-aid or medical treatment is involved. What follows is a discussion of commonly encountered injuries, treatments and situations, and their relationship to medical treatment.

Treatments That Are Considered To Be Medical Treatment

1. Sutures. The suturing of any wound.
2. The application of a cast or other professional means of immobilizing an injured part of the body, regardless of how long the cast, sling, splint, etc., is actually worn.
3. Infections. Treatment of infection following an injury.
4. Injections. Any application of medication through the use of syringes, other than those of a preventive nature such as tetanus shots.
5. Bruises. The treatment of a bruise by drainage of blood.
6. Debridement. Surgical debridement, that is, the removal of dead or damaged skin.
7. Burns. The treatment of burns of second or third degree is almost always medical treatment.
8. Prescriptions. Use of prescription medication, other than a single dose taken orally or applied externally on the initial visit.
9. Eye injuries. Removal of any object embedded in the eye or the application of a patch or a bandage.
10. X-ray. An X-ray that is positive.
11. Whirlpool treatment. Any injury requiring more than one whirlpool treatment.
12. Multiple treatments. Any injury resulting in additional treatment by a doctor or other medical professional on a second or subsequent visit. This does not include routine examination of the progress of an injury or instances where bandages or other dressings are replaced after they become soiled.

Treatments That Are Almost Always First Aid

1. The application of antiseptics on the first visit to a doctor or a nurse.

2. The use of nonprescription or "over-the-counter" medications.

3. Hot or cold compresses on the first visit to a doctor or a nurse.

4. First degree burns.

5. Observation of an injury on a second or subsequent visit.

6. Bandaging of wounds is normally considered to be first-aid treatment. However, if the bandage restricts the motion of a railroad employee to the extent that it prevents the employee from performing all normally assigned duties, the case would be reportable.

7. Ointments applied to abrasions to prevent drying or cracking.

8. The removal of a foreign body that is not embedded in the eye by means of irrigatin or by other simple techniques that do not normally require the skills of a medical professional.

9. The removal of an embedded object from a part of the body other than the eye by tweezers or other simple techniques.

Other Treatments and Procedures

1. Hospitalization for observation, when no treatment other than first aid is rendered, is not considered medical treatment. However, most injuries resulting in hospitalization will result in lost workdays and will be reportable for that reason.

2. X-ray examinations that are negative are not medical treatment. If an employee loses workdays while waiting for the results of X-rays that are negative, the case would not be reportable unless the injury would have resulted in lost workdays during this time or satisfied any of the other criteria for reporting.

3. Preventive measures are not medical treatment. However, if a person has a reaction to a preventiv measure, such as a tetanus shot, and requires medic treatment for the reaction, the case would be reportable.

4. Visits to a doctor or a nurse, and simple diagnost procedures, such as drawing blood for testing, typing, etc., are not of and by themselves considered to be medical treatment for reporting purposes.

g. Lost Workday. Any full day or part of a day (consecutiv or not) that a railroad employee is either away from work or is restricted in his work or motion while at work as a result of a reportable injury or illness.

h. Restriction of Work or Motion. The inability of a railroad employee to perform all the normally assigned duties of his or her regular job following an occupational injury or illness. It includes the temporary assignment of a railroad employee to another job or when the employee worked less than full time at his regular job.

A case resulting in restriction of work or a motion of a railroad employee on the day of the injury/illness is reportable on that basis alone. This includes those occasions when an employee does not return to work for reasons connected with the injury/illness following a medical examination.

A lost workday may be classified as a day away from work or a day of restriction. A day of restriction occurs when an employee returns to work following an accident/incident but because of the injury/illness is: temporarily assigned to another job; works less than a regular shift; is given limited or restricted duties; or is unable to perform all the normally assigned duties of the regular job. A day away from work occurs whenever an employee did not return to work on the day following the accident/incident or on any subsequent day, for reasons associated with the injury/illness.

Counting of Days Away From Work and Days Of Restriction

1. The day of the accident/incident is not included in the count of the days away from work or days of restriction, even though the employee does not complete the work assignment.

2. If an employee has regularly assigned restdays and holidays, those restdays and holidays are not to be included in the count of days.

3. When an employee is not on a regular assignment, all days away from work or days of restriction are to be counted from the time the employee marked off until the time he or she marked up. The fact that an employee remained on the "extra board" or some other duty roster following the injury/illness is not to be used as the basis for ceasing the counting of such days, unless the employee was actually available and capable of performing all the duties of the job had be been called to do so.

4. Vacation days that were scheduled before the accident/incident occurred are not to be included in the count of days away from work or days of restriction.

5. Whenever a railroad employee fatality is reported, the count of days away from work and days of restricted activity is to be entered as 0.

6. Days away from work, days of restriction, or a combination of the two are limited to a maximim of 365 calendar days following the date of injury or initial diagnosis of occupational illness. Regularly assigned restdays, holidays, and vacation days that were scheduled before the accident/incident occurred are to be subtracted from the 365-day maximum. If an employee who is permanently disabled as a result of an accident/incident is rehabilitated and assigned to another job prior to 365 calendar days following the accident/incident, the count of days may cease upon such reassignment.

7. If an employee, while accumulating days away from work or days of restriction, is terminated, furloughed, or otherwise dismissed from service for reasons totally unrelated to the injury/illness, the count of such days may cease upon termination or dismissal. If the employee should later return to work, the count of days need not be resumed.

8. Whenever an employee is still accumulating days away from work or days of restricted activity at the time the report is due, make an estimate of the total number of these days. This estimate may be based on the attending doctor's findings or past experience with similar injuries of the same severity. Do not arbitrarily stop the count of these days on the date the report is prepared. If the estimated number of these days differs from the actual count, it is not necessary to send in a supplementary report solely for the purpose of adjusting these days. An exception to this rule is made when a case initially reported with no days away from work or days of restriction is later determined to have had that such days, or vice versa.

   Note: The annual summary report of employee injuries and illnesses (Form FRA F 6180-45) will list the actual number of days away from work and days of restriction resulting from cases reported during the calendar year. For those cases where days are still being accumulated at the time the annual form is due, an estimate of the total number of those days is to be used.

9. If it is necessary during a workday for an employee to have followup examinations, receive additional medical care, etc., the time spent going to, at, and coming from such appointements is not considere restricted time. Unless the employee was on restricted duty prior to going to or upon returning from such visits, a day of restriction need not be charged. If the employee does not report to work at all on such days, a day away from work has occurred.

10. If an employee lays off to see a doctor after the day of an injury/illness, and provided that none of the reportability criteria is met, a day away from work is not to be charged, since there has not been a reportable accident/incident.

11. Each workday that a patch or a bandage is worn over an eye as a result of an accident/incident is a day of restriction.

12. The application of a splint, finger guard, cast, or similar device constitutes medical treatment and makes a case reportable. However, if the employee is not restricted in work or motion upon returning to work, a day of restriction is not to be charged.

13. Damage to an employee's personal effects, such as eye glasses, hearing aids, dentures, etc. is not of and by itself reportable. If a reportable injury did not also occur, the workdays lost during the time the employee was awaiting repair or replacement of these articles are not to be charged.

Loss of consciousness resulting from an injury or an exposure within the work environment is reportable. Loss of consciousness that is a result of a physical condition, such as epilepsy, that was not brought on by an event, activity, or exposure in the work environment is not reportable. Similarly, any injury occurring as a result of such a seizure would not be reportable.

Aggravation of a pre-existing physical condition within the work environment is reportable whenever a specific event, activity, or exposure can be identified as the causing factor; and the aggravation is such that one or more of the reportability criteria is met. Aggravations occurring under other circumstances should be carefully examined to determine whether or not the work was a contributing factor. If the reporting officer, after reviewing all information associated with the case is positive that the aggravation was entirely unconnected to the work being performed and was simply an instance of a flare-up occurring at work, then a new incident should not be reported.

An employee occasionally suffers a reportable injury that subsequently requires that he be away from work or be placed on restricted duty. Later, when the employee returns to his regular job, he experiences problems associated with the earlier injury that make it necessary for the employee to lose additional workdays. The question most frequently asked is: Should this be reported as a new case? If the current period of disability is not the result of a new incident a report is not required. Any additional days away from work or days of restriction arising from these circumstances should be added to the total for this case and be included in the actual count given in the annual summary (Form FRA F 6180-45). On the other hand, if an incident such as a slip, fall, etc. was the cause of the aggravation, then a separate report must be made.

Classification of Persons

l. Employees On Duty (Class A). Those persons who are engaged in the operation of a railroad. Ordinarily, the fact that the employee is or is not under pay will determine whether he or she is "on duty". However, employees on railroad property while on rest or meal periods, "trading time," or doing work which they are expected to do but actually perform before pay starts, must be considered as "employees on duty."

An employee in deadhead transportation is considered an "employee on duty" regardless of the mode of transportation. Deadhead transportation occurs when an employee is traveling at the direction or authorizati of the carrier to or from an assignment, or the employee is involved with a means of conveyance furnished by the carrier or compensated for by the carrier.

Example: If an employee is housed by the carrier in a facility such as a motel and part of the service provided by the motel is the transportation of the employee to and from the work site, any reportable injury to the employee during such transit is to be recorded as on-duty. If the employee had decided upon other means of transportation that had not been authorized or provided and for which he would not have been compensated by the railroad, the injury is not considered as on-duty.

j. Employees Not On Duty (Class B). Those employees who are on railroad property for purposes connected with their employment or with other railroad permission, but who are not "on-duty" as defined above.

Note: Employees who are trespassing on railroad property are to be reported as trespassers, Class E.

k. Passengers On Trains (Class C). Persons who are on, boarding, or alighting from railroad cars for the purpos of travel.

l. Nontrespassers (Class D). Persons lawfully on that part of railroad property that is used in railroad operation (other than those herein defined as employees, passengers, or trespassers), and persons adjacent to railroad premises when they are injured as the result of the operation of a railroad. This class also includes other persons on vessels or buses, whose use arises from the operation of a railroad.

m. Trespassers (Class E). Persons who are on that part of railroad property used in railroad operation and whose presence is prohibited, forbidden, or unlawful.

Note: A person on a rail-highway crossing should not be classified as a trespasser unless the crossing is protected by gates, or other similar barriers that were closed when the person went on the crossing, or unless the person attempted to pass over, under or between cars or locomotives of a consist occupying the crossing.

n. Contractor Employee (Class F). Persons who are employed by a contractor engaged by a railroad to perform normal maintenance work to railroad rolling stock, track and structure, bridges, buildings, etc.

4. INSTRUCTIONS FOR COMPLETING FORM

Item	Instruction
1.	Enter the full name of the reporting railroad.
2.	Enter the reporting railroad's code found in Appendix A.
3.	Enter the month and year covered by this report.
9a.	Enter the identifying number assigned to the accident/incident causing the casualty. If multiple casualties resulted from a single event, each casualty must have exactly the same report number. If the casualty was a result of a rail equipment accident/incident or a rail-highway crossing impact, the entry must be the same as that shown on the other forms completed for the accident/incident.
9b.	Identify the type of person reported by using the following codes: (refer to classification of persons given earlier) A - railroad employee on duty; B - railroad employee not on duty; C - passenger on train; D - nontrespasser; E - trespasser; and F - contractor employee.

9c. In an injury is reported, select the codes from Appendix E that best describe the nature of the injury and location of the injury. If a person sustained multiple injuries, identify the most severe of these.

If an occupational illness to a railroad employee is reported, select the code from Appendix E that best described the illness. If the illness resulted in death, append the number "9" to this code, e.g., "1139."

9d. Enter the occurrence code from Appendix F that best describes the event or activity that caused the casualty.

9e. Enter the age of person being reported.

9f. If the person reported is an employee of the reporting railroad, enter the number of days that the employee was away from work because of his or her injury or illness. If there were no such days or a fatality is being reported, enter "0." If the person is not a railroad employee, enter "N/A."

9g. If the person being reported is an employee of the reporting railroad, enter the number of days that the employee was restricted in his or her work because of the injury or illness. If there were no such days or a fatality is being reported, enter "0." If the person is not a railroad employee, enter "N/A".

Note: Refer to the Section on counting of days away from work and days of restriction prior to completing items "9f" and "9g."

9h. If the sole basis for reporting a nonfatal injury is the use of a prescription medication, enter "P." If the injured person is an employee of the railroad and restriction on the day of the injury is the only reporting condition met, enter an "R" in this column.

Leave this item blank whenever the casualty reported is a fatality, an occupational illness, or a nonfatal injury that is reportable for a reason other than usage of prescription medication or, restriction of work on th day of the injury of an employee.

9i. Identify the State in which the casualty occurred using the appropriate code found in Appendix B.

INSTRUCTIONS FOR COMPLETING FORM FRA F 6180-54

Rail Equipment Accident/Incident Report

1. REQUIREMENT

Collisions, derailments, fires, explosions, acts of God, and similar events that involve the operation of on-track equipment (standing or moving) and result in more than $4,500 of reportable damage must be reported using Form FRA F 6180-54.

2. GENERAL INSTRUCTIONS AND INTERPRETATIONS

Any accident resulting in excess of $4,500 of reportable damage is to be reported by all railroads involved, regardless of the amount of damage sustained by individual railroads.

A form must be completed for each consist involved in an accident. The railroad responsible for the equipment at the time of the accident, and only that railroad, will provide the report for the consist.

The railroad responsible for maintaining the track on which the accident occurred will complete those items pertaining to the track. In joint operations, when a railroad having track maintenance responsibility did not have on-track rail equipment involved, a report containing the track information will be forwarded with items concerning the equipment consist marked "N/A".

When an accident occurs on industry track of a non-reporting company, the railroad operating the on-track equipment will complete those items pertaining to the track and include any damage to the track or on-track equipment of the industry on its report. The word "Industry" is to be entered in item 3b to identify these accidents.

Any railroad indicating the involvement of another carrier on its report will promptly notify the other carrier of that fact. (FRA may be contacted to obtain telephone numbers.) The railroads will exchange information concerning the accident and verify, at a minimum, that:
(a) the other railroad has a reporting responsibility;
(b) total reportable damage exceeded the threshold; and

The $4,500 threshold applies to accidents/incidents that occur after December 31, 1982. For accidents that occurred in 1982, the threshold is $3,700.

(c) information contained in both reports is consistent.

When there is disagreement concerning the items being reported, particularly the cause of the accident, each railroad will include a discussion of these items in the narrative portion of its report. This narrative may be continued on the back of the form, if necessary.

The information requested on the form can generally be easily obtained; however, if actual data are not available when the report is due, estimated values are to be used. If it is later determined that an estimated value was significantly in error, a corrected report must be forwarded.

Enter "N/A" for those items that do not apply to an accident or for those items related to on-track equipment that is the reporting responsibility of another railroad. All items must have an entry; do not leave items blank. If "none" is the proper response to an item, for example, the number of cars releasing hazardous material, then enter "0," not "N/A."

All casualties resulting from a rail equipment accident, in addition to being recorded on Form FRA F 6180-54, must be reported individually on Form FRA F 6180-55a. If the accident was a rail-highway crossing impact, a Form FRA F 6180-57 must also be completed by the railroad responsible for the rail consist involved.

Each accident/incident must have an identifying number unique within the reporting month. All forms used by a carrier to report a single event must use the same accident/ incident number. Do not append additional numbers or letter on different forms for the same accident/incident. For example, if a railroad has two consists involved in an accid do not report one consist using the reporting number 12345, and the other consist using number 12345-a. The reporting number must be exactly the same on both reports.

Amtrak Trains Being Operated By Another Railroad Crew

When an Amtrak train, operated by another carrier, is involv in a reportable accident, Amtrak and the operating railroad must each complete a report for the train. Each carrier will list only the damage to its own equipment. For example damage to Amtrak passenger cars is to be reported by Amtrak, not the operating carrier. The operating carrier will repor damage to the locomotive(s), unless these units belong to Amtrak. Damage to the track is to be reported by the railro responsible for its maintenance.

If reportable casualties resulted, each railroad will report those to their employees. In addition, Amtrak will report casualties to passengers and other persons on the train. The operating carrier will report all other casualties that occurred as a result of being struck by or striking the train or otherwise involved in the accident.

3. DEFINITIONS

Type of accident is identified as the first reportable event in the accident sequence. For example: after a derailment, if a derailed unit strikes a separate consist on an adjacent track, the report for the second consist will indicate involvement in a derailment, not in a collision. All forms used to report a single event will therefore list the same type of accident in item 12.

a. Derailment. A derailment occurs when on-track equipment leaves the rail for a reason other than a collision, explosion, rail-highway crossing impact, etc.

Types of Collisions

The timetable, or schedule direction, should govern the classification of collisions when either one of the trains or the locomotives is at rest or when its incidental movement temporarily differs from the schedule direction.

Impacts occurring during switching operations, as in making up or breaking up trains, shifting or setting out cars, etc., including locomotives involved in such service, are to be classified as "Other" accidents (Code 12 on the form) when all consists involved are a part of the switching movement.

b. Head-on collision. A collision in which the trains or locomotives involved are traveling in opposite directions on the same track.

c. Rear-end collision. A collision in which the trains or locomotives involved are traveling in the same direction on the same track.

d. Side collision. A collision at a turnout where one consist strikes the side of another consist.

e. Raking collision. A collision between parts or lading of a consist on one track with parts or lading of a consist on an adjacent track, or with a structure such as a bridge.

f. Broken train collision. A collision in which a moving train breaks into parts and an impact occurs between these parts or when a portion of the broken train collides with another consist.

Note: The several parts of a broken train are not to be treated as separate consists for reportin purposes. Information concerning such trains are to be reported on a single form.

g. Railroad crossing collision. A collision between on-track railroad equipment at a point where tracks intersect.

Note: Enter Code "8" in item 12 on the reporting form to identify these accidents. Collisions between on-track railroad equipment and a highway user at a crossing site are to be reported as code "7," rail-highway crossing accident.

Other Types of Accidents

h. Rail-highway crossing accident. An impact at grade between railroad on-track equipment and an automobile, bus, truck, motorcycle, bicycle, farm vehicle, pedestrian or other highway user at a rail-highway crossing site.

Note: Only accidents exceeding the reporting threshold are to be reported on Form FRA F 6180-54. All rail-highway crossing impacts, regardless of severity, must be reported on Form FRA F 6180-57 by the railroad responsible for the consist that struck or was struck by the highway user.

i. Obstruction accident. An accident/incident in which a consist strikes: (1) a bumping post or a foreign object on the track right-of-way; (2) a highway vehicl at a location other than a rail-highway crossing site; (3) derailed equipment; or (4) a track motorcar or similar work equipment not equipped with AAR couplers and not operating under train rules.

j. Explosion-Detonation. An accident/incident caused by the denotation of material carried by or transporte by rail. A denotation occurs when a shock wave exceed the speed of sound. Explosions-detonations resulting from mishaps during loading or unloading operations and those caused by fire on on-track equipment are included in this definition.

k. Fire or violent rupture. An accident/incident caused by combustion or violent release of material carried by or transported by rail. Examples of this type include: fuel and electrical equipment fires; crankcase explosions; and violent release of liquefied petroleum or anhydrous ammonia.

l. Other accidents/incidents. Events not classified as one of the preceding types. This category includes switching collisions when all consists involved are part of the switching movement.

Types of Rail Equipment

m. Train. For purposes of accident/incident reporting, a train is a locomotive or locomotives coupled with or without cars and with or without markers displayed. This includes trains consisting entirely of self-propelled units designed to carry passenger and/or freight traffic.

n. Locomotive. A locomotive is a self-propelled unit of equipment designed for (1) moving other equipment or (2) transporting passenger and/or freight traffic. Self-propelled on-track work equipment, such as track motorcars, is excluded from this definition.

o. Car. A car is: (1) any unit of on-track equipment designed to be hauled by locomotives or (2) any unit of on-track work equipment such as a track motorcar, highway-rail vehicle, push car, crane, ballast tamping machine, etc.

Note: Accidents involving a piece of work equipment not engaged in on-track operations, such as a highway-rail vehicle damaged in a highway accident, are not to be reported on Form FRA F 6180-54.

p. Equipment consist. An equipment consist is a train, locomotive(s), cut of cars, or single car not coupled to another car or locomotive.

r. Work train. Work trains are non-revenue trains used for the administration and upkeep service of the railroad. Examples are: official trains; inspection trains; special trains running with company fire apparatus to save the railroad's property from destruction; trains that transport the railroad's employees to and from work when no transportation charge is made; construction and upkeep trains run in connection with maintenance and improvement work; and material and supply trains run in connection with operations.

s. Mixed trains. Mixed trains are passenger-carrying trains consisting of both passenger and freight cars.

Note: Freight cars, such as baggage cars, that are equipped with passenger-car type braking and suspension systems are considered to be passenger cars when utilized in passenger service.

t. Yard switching trains. Those trains operated primarily within yards for the purpose of switching other equipment. Examples include the making up or breaking up of trains, serving industrial tracks within yard limits, storing or classifying cars, and other similar operations.

Note: Switching performed by a road train crew that is incidental to the road operation is not included

u. Yard track. A system of tracks within defined limits used for the making up or breaking up of trains, for the storing of cars, and for other purposes, over which movements not authorized by timetable or by train order may be made, subject to prescribed signals, rules, or other special instructions. Sidings used exclusively as passing track are not included, nor is main line within yard limits.

v. Joint operations. Railroad operations conducted on a track used jointly or in common by two or more railroads or when on-track equipment of one carrier is operated over track of another carrier.

w. Reportable damage is comprised of all costs, including labor, associated with the repair or replacement-in-kind of on-track rail equipment, signals, track, track structures or roadbed, that were involved in a collision, derailment or other reportable event. It includes additional damage to these items caused while clearing the wreck; however, it does not include the actual cost of the clearing operation.

Examples of other costs included in reportable damage are: (1) rental and/or operation of machinery such as cranes, bulldozers, etc. used to replace or repair the track right-of-way and associated structures; and

(2) costs associated with the repair or replacement of roller bearings on units that were derailed or submerged in water (replacement cost means the labor costs resulting from a wheel set change out).

Replacement-In-Kind Of Equipment

When on-track equipment is damaged beyond repair, the replacement-in-kind cost is the total reproduction cost of the equipment. The total reproduction cost of a freight or passenger car shall be calculated as follows:

1. Determine from the following table, the factor (X) for the year the car was built or reconstructed, and the factor (Y) for the year prior to the year in which the car was destroyed. Cars built prior to 1946 will be considered as built in 1946. A car that is destroyed in the year of or the year following its building or rebuilding will be charged at its original cost.

Year	Factor	Year	Factor	Year	Factor
1946	46	1958	107	1970	152
1947	53	1959	109	1971	151
1948	53	1960	116	1972	170
1949	62	1961	114	1973	173
1950	69	1962	117	1974	195
1951	72	1963	120	1975	253
1952	77	1964	129	1976	265
1953	77	1965	136	1977	272
1954	89	1966	137	1978	290
1955	90	1967	133	1979	348
1956	93	1968	133	1980	385
1957	102	1969	137	1981	412

2. Multiply the original or rebuilt cost of the car by factor (Y). Divide this product by factor (X).

Reproduction car cost = original cost * (Y) / (X)

Example: The original cost of a car built in 1958 was $12,500; therefore, the factor (X) is 107. The car was destroyed in a derailment in 1980. Factor (Y) is 348, from the year prior to the year in which it was destroyed.

The reproduction cost of this car would be $40,654.
($12,500 * 348) / 107 = $40,654.21

3. Total reproduction costs include any additions or betterments to the car subsequent to the date it was built or rebuilt. This may be obtained from the investmen account. Betterments are the replacement of inferior components with superior parts. The cost to be capitalized is the difference between the cost of the new parts and the current cost of those being replaced.

   Additions or betterments are adjusted in the same manner used to determine reproduction cost of the car.

   Example: The car described earlier had additions made in 1961 which cost $2,000. Factor (Y) would remain 348, but factor (X) is now 114. The reproduction costs of the additions would be $6,105.26. (($2,000 * 348) / 114 = $6,105.26)

4. After obtaining the total reproduction cost of the car, this value may be depreciated to reflect usage. Depreciation is based on a straight-line depreciation rate of three percent annually over a period of 30 years and a salvage value of 10 percent.

   Example: For the car described earlier, built in 1958 and destroyed in 1980, the depreciated value would be calculated by multiplying the age of the car by the annual depreciation value of three percent. This number is subtracted from one, giving the depreciation factor, which is then multiplied by the reproduction cost of the car to arrive at the depreciated value.

   22 * .03 = .66

   1 - .66 = .34 (depreciation factor)

   $40,654.21 * .34 = $13,822.43 (depreciated value)

The depreciated value of the betterments is calculated in the same fashion.

19 * .03 = .57

1 - .57 = .43 (depreciation factor)

$6,105.26 * .43 = $2,625.26 (depreciated value)

Replacement-in-kind cost is the sum of the depreciated value of the car and the additions made in 1961, giving a rounded cost of $16,448.

Replacement-In-Kind of Track

When track, signals, structures, etc. are damaged beyond repair, the current cost of new materials should be used. Replacement of second-hand rail with second-hand rail, however, may be charged at the current cost of such rail.

4. INSTRUCTIONS FOR COMPLETING FORM

Item	Instruction
1.	Enter the full name of the reporting railroad. If Amtrak equipment was involved, place an "X" in the appropriate box.
1a.	Enter the reporting railroad's code, found in Appendix A.
1b.	Enter a unique identifying number for the accident/incident being reported. All reports connected with this accident/incident must use the same reporting number. The report number may contain up to 10 numeric or alphabetic characters.
2.	If an equipment consist operated by another railroad was involved in the accident, enter the full name of that railroad. If more than one other railroad had a consist involved, list only one name; include in the narrative portion of the form a reference to all railroads and the extent of their involvement. Be sure that any other railroad identified in the report is notified.
2a.	Enter the reporting code of the railroad identified in item 2.
2b.	Enter the reporting number used by the railroad shown in item 2 to identify this accident/incident.

3. Enter the name of the railroad responsible for maintaining the track on which the accident/ incident occurred.

3a. Enter the reporting code of the railroad identified in item 3.

3b. Enter the reporting number used by the railroad shown in item 3 to identify this accident/incident.

4. If the event being reported is a rail-highway crossing impact, enter the DOT/AAR crossing identification number. (Note: The railroad responsible for the on-track equipment involved in the impact must also complete a Form FRA F 6180-57. Be sure that this report has the same report number as that used on Form FRA F 6180-54.)

5. Enter the date of the accident/incident.

6. Enter the time the accident/incident occurred and check the appropriate "am" or "pm" box. Do not use military time.

7. Identify the first event in the accident/incident. The same code must be used on all forms connected with a single accident/incident. Be sure to use code "7" when reporting rail-highway crossing impacts.

8. If the equipment consist, for which this report is being prepared, contained cars which were transporting hazardous material, enter the total number of these cars. If there were no such cars in the consist, enter a "0." If the report is for track involvement only, enter "N/A." The entry in this item cannot be greater than the total number of freight cars shown on line 1 of item 32.

9. If the entry in item 8 was greater than or equal to 1, enter the total number of hazardous material cars that were damaged or derailed. If none, enter "0" otherwise enter "N/A." The number of cars in item 9 cannot exceed the number of cars listed in item 8.

10. If any of the hazardous material cars shown in item 8 released any portion of its contents, including fumes, enter the count of these cars. If none, enter "0"; otherwise, enter "N/A." This number cannot be greater than that shown in item 8.

11. If the accident/incident resulted in an evacuation of the area because of the potential risk of exposure to hazardous material, enter the number of persons evacuated. This number is to be reported only by the railroad responsible for the equipment consist involved. If there were multiple consists involved in the accident, the total number of people evacuated is to be shown on the report for the consist most directly responsible for the evacuation. Precautionary evacuations and instances where it was later established that there was no release of hazardous material are to be reported.

12. Enter the full name of the division on which the accident occurred. If the railroad is not so divided, enter the word "System."

13. Enter the name of the nearest timetable station.

14. Enter the milepost number, to the nearest tenth of a mile, at the location of the accident. If mileposts are not used, enter the distance to the station shown in item 13.

15. In the leftmost portion of the block, enter the full name of the county or parish in which the accident occurred. Enter the appropriate State code, found in Appendix A, in the code box for the state in which the accident occurred.

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16. Enter the temperature (Fahrenheit) at the accident site at the time of the accident. If the temperature was subzero, preface the temperature number with a minus (-) symbol.

17. Select the most appropriate entry and place in the code box. Make sure this entry does not contradict the time given in item 6. For example, if the time of the accident was 1:30 pm, it would be incorrect to code the visibility as "dawn."

18. Select the most appropriate weather condition at the time and location of the accident and enter code in the box provided.

19. Identify the method of railroad operation at the accident location by placing "X" in the appropriate boxes. If an entry cannot be made in blocks 1 through 12, put an "X" in block 13 and specify the operational method used. The back of the form may be used if necessary.

20. List the speed (mph) at which the consist for which this report is being prepared was traveling at the time of its involvement in the accident. Enter "X" in the block provided to indicate if this is an estimated or a recorded speed. If the consist was stopped, enter "0."

21. If the equipment consist can be identified by means of a train number, enter that train number. Otherwise, enter the number of the locomotive unit from which the engineman was controlling the consist. If the consist for which this report is being prepared did not contain a locomotive, enter "N/A."

22. If the consist identified on this report was either moving or temporarily stopped, enter the code which describes the timetable or schedule direction. If the equipment consist was a car or a cut of cars standing on the track, enter "N/A."

23. If the equipment consist reported on this form is a freight, mixed, work, transfer train, etc. enter the gross tonnage, excluding locomotives, of the train. Enter "N/A" if the consist was a passenger train, light locomotive(s), car(s) or a locomotive handling cars in switching operation

24. Select the code that best identifies the consist for which this report is being prepared and enter it in the box provided. Be sure that this entry is consistent with the values given in items 31

and 32. For example: The codes "1," "2," "3," "7," and "8" are used for consists that contain a locomotive unit. Therefore, line 1 of item 31 must show at least one locomotive in one of the boxes. If the code for a freight train is used, then line 1 of item 32 must show loaded and/or unloaded freight cars. If the consist is a single car or cut of cars, there cannot be locomotives shown in item 31, and there must be a car count shown in item 32. Many such comparisons exist; be sure to check the interrelationship of information contained in all items related to the equipment consist.

25. If the equipment consist was not being attended by an employee, enter "1" in code box. If it was attended, enter "2."

26. Enter the number or name used to identify the track on which the accident occurred. If it is a main track of a single-track line, enter "single main track."

27. Enter the classification number of the track on which this consist is located, as defined by the FRA Track Safety Standards.

	Maximum Speed	
Track Class	Freight Trains	Passenger Trains
1	10	15
2	25	30
3	40	60
4	60	80
5	80	90
6	110	110

28. If the accident occurred on a main track, enter the annual gross tonnage (in millions) over this track; otherwise, enter "N/A."

29. Select the code that identifies the type of track on which the accident occurred and enter it in the box provided. Branch lines should be reported as main line, code "1."

30. No entry is required.

30a. In the upper box, identify the first locomotive or car in the consist that was involved in the accident by inserting its initial and number.

If the consist was moving at the time of the accident, and the accident was caused by a mechanica or an electrical failure on this consist (series 400 cause code), enter the initial and number of the car or locomotive having the defective equipment in the lower box. If a mechanical or electrical failure on a locomotive or car in this consist did not cause the accident, enter "N/A."

The same entry will frequently appear in both upper and lower boxes, since the locomotive or car with the mechanical or electrical failure will also be the first one involved. If the locomotive or car that caused the accident was contained in a different consist than the one described in this report, do not identify it on the report for this consist. A reference to the unit causing the accident may be made in the narrative portion of the report.

30b. In the upper box, enter the position within the consist of the locomotive unit or car identified in the upper box of item 30a. When the consist contains a locomotive, count from and include the first locomotive unit. If the consist was a moving cut of cars, count from the leading end of the consist. If the consist was a single locomotive or moving car, enter "1." If the consist was a standing car or a standing cut of cars, enter "N/A."

If a locomotive unit or a car is identified in the lower box of item 30a, enter its position in the lower box. Use the procedure described above.

Note: When entering the position of the car or locomotive in either box be sure that this value does not exceed the total length of the consist. This is determined by adding the total number of locomotives in line 1 of item 31 to the total number of cars shown in line 1 of item 32.

30c. When the entry in the upper box of item 30a identifies a car, indicate if this car was loaded or unloaded by entering "Yes" or "No" in the upper box. If a car is not identified in item 30a, enter "N/A."

If a car is identified in the lower box of item 30a, indicate if this car was loaded or unloaded by entering "Yes" or "No" in the lower box. Otherwise, enter "N/A."

31. On line 1, enter in the appropriate box(es) the number of locomotive units in this consist. If there were no locomotives in this consist, enter "0" in each of the boxes.

For the locomotives shown in line 1, identify the number of these that were derailed during the accident. Include locomotives that derailed following a collision, explosion-detonation, etc., as well as those accidents identified as derailments in item 7.

32. On line 1, enter in the appropriate box(es) the number of cars contained in the consist. A passenger car is considered to be loaded if it contains one or more passengers. Enter "0" in all boxes if the consist did not contain any cars.

For the cars shown in line 1, identify the number of these that were derailed during the accident.

33. Enter the amount of reportable damage sustained by the equipment consist for which this report is being prepared. If this consist did not have reportable damage, enter "0." When multiple forms are being used, do not show the damage to this consist on other reports.

34. The railroad responsible for maintaining the track on which the accident/incident occurred will enter the cost of damages to this track, signals, roadbed, track structures, etc. Other railroads will enter "N/A." If the railroad responsible for the track maintenance is filing reports for multiple consists involved in the accident, only one of these reports will contain the total damage incurred.

If there was no track damage sustained in the accident, and the railroad responsible for maintaining the track did not have an equipment consist involved, a report must still be filed by this railroad. On its report it will enter "0" for cost of track damage.

35. From the cause descriptions found in Appendix C, enter the code number which best described the cause of the accident. If none of the available causes are appropriate, enter "799" and fully describe the circumstances leading up to the time the accident occurred. If the cause of the accident is still under investigation when the report is due, give the suspected cause. When the final determination is made, a corrected report must be forwarded.

All reports for a single accident must use the same cause code. When multiple railroads are reporting the same accident, they should attempt to resolve any differences concerning the cause prior to reporting. When this cannot be accomplished, each railroad will identify what it considers to be the primary cause of the accident.

36. If there were one or more contributing causes, enter the code for the foremost contributing cause. Otherwise, enter "N/A."

37. Whenever a code is not available which adequately describes the cause of the accident, enter a narrative explanation of the cause.

38. Enter the total number of persons who sustained reportable injuries while onboard, or as a result of striking, being struck by, or otherwise hurt by this consist. Do not report employees of anothe railroad.

Note: All nonfatal casualties, including those being reported as occupational illnesses, in the case of hazardous material releases, are to be included.

Each casualty reported on this form, regardless of whether fatal or nonfatal, must be reported individually on Form FRA F 6180-55a using the same accident/incident report number shown in item 1b. The occurrence code used on the casualty report will be a "601C," "602D," "603X," "609X," or "610X" depending upon the type of accident.

39. Enter the total number of days that employees on duty were disabled as a result of this accident. If there were none, enter "0."

Note: A day of disability is defined as a day away from work or a day of restriction. The number of these days sustained by individual employees of the reporting railroad is to be reported on Form FRA F 6180-55a.

40. Enter the total number of fatalities, using the same procedures described in item 38. If none, enter "0."

41-44. Enter in the appropriate boxes the total number of crew members on the consist for which this report is being filed. If the item does not apply, enter "N/A."

45-46. Show the length of time that the engineer and conductor in charge of the equipment consist had been on duty at the time the accident/incident occurred.

47. Type or print the name and title of the person responsible for preparing this report form.

48. Signature of the person shown in item 47.

49. Date the signature was made in item 48.

50. Describe fully the set of events leading up to and connected with the accident/incident. Identify the involvement of other railroads and/or consists, and explain how each became involved in the accident. Sufficient detail should be given so that the FRA can completely understand the circumstances involved in this accident.

5. COMMON REPORTING ERRORS

a. Duplication Of Information

A railroad whose involvement in an accident is limited to track maintenance responsibility, should mark all items relating to the equipment consist "N/A." These items are: 8, 9, 10, 11, 20, 21, 22, 23, 24, 25, 30, 31, 32, 33, 41, 42, 43, 44, 45, and 46. This information will be reported by the railroad responsible for the individual consist(s).

A railroad that did not have track involved in the accident, must not list the damage to the track.

Do not send in reports concerning a consist for which another railroad has reporting responsibility. The only exception occurs when Amtrak trains are operated by the crew of another carrier.

b. Missing Or Incomplete Reports

Do not leave blank items on the form. If the value is unknown, an estimate should be used. If the item does not apply, "N/A" should be entered. If the correct response is "none," a "0" should be inserted in the item.

An accident report must be made by all railroads involved regardless of the extent of damage sustained individually For example, in a collision, if a consist operated by railroad ABC sustained damage totaling $500 a report must be completed by ABC, if the total reportable damage incurred by all railroads involved exceeded the monetary threshold.

If there were reportable casualties resulting from the accident, a line entry must be made on Form FRA F 6180-55a for each casualty. In rail-highway crossing accidents, the railroad responsible for the equipment consist that struck or was struck by the highway user must file a Form FRA F 6180-57.

c. Contradictory Information

When filing multiple reports for a single accident/incider be sure to verify that the information contained on the various reports does not contradict itself. Of particular importance are such items as:

5. date of accident/incident
6. time of accident/incident
7. type of accident/incident
15. state and county in which the accident occurred
35. primary cause

If a Form FRA F 6180-55a or Form FRA F 6180-57 is also required for the accident, be sure to compare similar items between these additional forms.

Avoid contradictions on a single form by comparing related items. For example, it would be incorrect for a report to show more locomotives or cars derailed in a consist than were actually contained in that consist, as shown in items 31 and 32. Similarly, if the report showed no conductors in item 43, it would be inconsistent to show the conductor time in item 46.

INSTRUCTIONS FOR COMPLETING FORM FRA F 6180-57

Rail-Highway Grade Crossing Accident/Incident Report

1. REQUIREMENT

Any impact, regardless of severity, between a railroad on-track equipment consist and a highway user at a crossing site is to be reported on Form FRA F 6180-57.

2. GENERAL INSTRUCTIONS AND INTERPRETATIONS

Highway users include but are not limited to: automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, construction vehicles, roadway maintenance vehicles, and pedestrians.

Incidents involving highway users who have unsuccessfully attempted to avoid striking or being struck by a railroad consist at a crossing site are to be reported regardless of where the actual impact between the consist and the highway user occurred.

If the available codes do not accurately describe unusual situations involved in an accident/incident, a brief description of the circumstances surrounding the event should be given on the back of the form.

It is not necessary to complete two reports when more than one highway user is involved in a single accident. On the front of the form, identify the first highway user involved in the accident. On the back of the form, briefly describe the accident and note any additional casualties or other vehicle damage not shown on the front.

All casualties resulting from a rail-highway crossing impact, in addition to those shown on Form FRA F 6180-57, must also be reported individually on Form FRA F 6180-55a. The occurrence code used on the casualty report will begin with 609 if the accident occurred at a public crossing; 610 if it occurred at a private crossing.

A railroad whose involvement in the accident/incident is limited to track maintenance responsibility is not to complete Form FRA F 6180-57. When the reporting railroad is different than the railroad maintaining the track, the railroad responsible for the track must be identified in item 3a. Report number "XXX" is to be entered in item 3b in these instances.

Note: If the accident/incident satisfies the reporting requirement for rail equipment accidents (reportable railroad damage exceeds threshold), Form FRA F 6180-54 must also be completed by all railroads involved, including the railroad with track maintenance responsibility.

Each accident/incident must have an identifying number that is unique for the report month. All forms used by a carrier to report a single event must use the same accident/incident number. Do not append additional characters on different forms for the same accident/incident. For example, if a railroad has two casualties resulting from an accident, do not report one casualty using the reporting number 12345, and the number 12345-a for the second. The reporting number must be exactly the same for both reports.

The information requested on the form can generally be easily obtained. However, if actual data are not available when the report is due, estimated values are to be used. If it is later determined that an estimated value was significantly in error, a corrected report must be forwarded.

All items must be filled in; do not leave items blank. Enter "N/A" in those items that do not apply to an accident. If "none" is the proper response for an item, for example, the number of cars in a consist, enter "0;" do not enter "N/A."

Amtrak Trains Operated By Another Railroad Crew

When an Amtrak train operated by another carrier is involved in a reportable accident/incident, both Amtrak and the operating railroad must complete a report for the train.

If reportable casualties occurred, each railroad will report those to their employees. In addition, Amtrak will report casualties to passengers and other persons on the train. The operating carrier will report all other casualties that occurred as a result of being struck by or striking the train or otherwise becoming involved in the accident.

3. DEFINITIONS

a. Rail-highway crossing. A location where one or more railroad tracks cross a public highway, road, street, or a private roadway, including sidewalks, pathways, shoulders, etc., at or associated with the crossing site.

b. Train. For purposes or accident/incident reporting, a train is a locomotive or locomotives coupled with or without cars and with or without markers displayed. This includes trains consisting entirely of self-propelled units designed to carry passenger and/or freight traffic.

c. Locomotive. A locomotive is a self-propelled unit of equipment designed for (1) moving other equipment or (2) transporting passenger and/or freight traffic. Self-propelled on-track work equipment, such as track motorcars, is excluded from this definition.

d. Car. A car is: (1) any unit of on-track equipment designed to be hauled by locomotives or (2) any unit of on-track work equipment such as a track motorcar, highway-rail vehicle, push car, crane, ballast tamping machine, etc.

Note: Accidents involving a piece of work equipment not engaged in on-track operations, such as a highway-rail vehicle damaged in a highway accident, are not to be reported on Form FRA F 6180-57.

e. Equipment consist. An equipment consist is a train, locomotive(s), cut of cars, or single car not coupled to another car or locomotive.

f. Work train. Work trains are non-revenue trains used for the administration and upkeep service of the railroad. Examples are: official trains; inspection trains; special trains running with company fire apparatus to save the railroad's property from destruction; trains that transport the railroad's employees to and from work when no transportation charge is made; construction and upkeep trains run in connection with maintenance and improvement work; and material and supply trains run in connection with operations.

g. Mixed trains. Mixed trains are passenger carrying trains consisting of both passenger and freight cars.

Note: Freight cars, such as baggage cars, that are equipped with passenger car type braking and suspension systems are considered to be passenger cars when utilized in passenger service.

h. Yard switching trains. Those trains operated primarily within yards for the purpose of switching other equipment. Examples include the making up or breaking up of trains, serving industrial tracks within yard limits, storing or classifying cars, and other similar operations.

Note: Switching performed by a road train crew that is incidental to the road operation is not included.

i. Yard track. A system of tracks within defined limits used for the making up or breaking up of trains, for the storing of cars, and for other purposes, over which movements not authorized by timetable, or by train order may be made subject to prescribed signals, rules or other special instructions. Sidings used exclusively as passing track are not included, nor is main line track within yard limits.

j. Joint operations. Railroad operations conducted on a track used jointly or in common by two or more railroads or when on-track equipment of one carrier is operated over track of another carrier.

4. INSTRUCTIONS FOR COMPLETING FORM

Item	Instruction
1.	Enter the full name of the reporting railroad. If Amtrak equipment was involved, place an "X" in the appropriate box, and also list the Amtrak railroad code and accident/incident number in item 2.
1a.	Enter the reporting railroad's code, found in Appendix A. (Railroads whose involvement in the accident/incident is limited to track maintenance responsibility are not to complete a Form FRA F 6180-57.)
1b.	Enter a unique identifying number for the accident/incident being reported. All reports connected with this accident/incident must use the same reporting number. The report number may contain up to 10 numeric or alphabetic characters.
2.	If an equipment consist operated by another railroad was involved in the accident, enter the full name of that railroad. If more than one other railroad had a consist involved, list only one name.
2a.	Enter the reporting code of the railroad identified in item 2.

2b. Enter the reporting number used by the railroad shown in item 2 to identify this accident/incident.

3. Enter the name of the railroad responsible for maintaining the track on which the accident/incident occurred.

3a. Enter the reporting code of the railroad identified in item 3.

3b. Enter the reporting number used by the railroad shown in item 3 to identify this accident/incident. If the railroad shown in item 3 differs from the reporting railroad, and if the accident does not require that Form FRA F 6180-54 be filed, then enter "XXX" as the accident/incident number. However, if the accident also requires that Form FRA F 6180-54 be completed, enter the number used on the rail equipment form by the railroad responsible for track maintenance.

4. Enter the US DOT-AAR National Rail-Highway Crossing Inventory Identification Number assigned to the crossing involved. This number must be provided by the reporting railroad, regardless of who actually maintains the track or the crossing site. If an identification number has not been assigned to the crossing, enter "Not assigned."

5. Enter the date the accident/incident occurred.

6. Enter the time the accident/incident occurred and check the appropriate "am" or "pm" box. Do not use military time.

7. Enter the name of the nearest timetable station.

8. Enter the full name of the county or parish in which the accident/incident occurred.

9. Enter the appropriate State code, found in Appendix A, for the State in which the accident occurred.

10. If the accident occurred within the jurisdiction of a city, town, or hamlet, enter the full name of this location; otherwise, enter "N/A."

11. Enter the number or name of the highway or street involved. If the impact occurred at a private crossing, enter the word "Private."

12. Select the code that best identifies the type of highway user involved in the accident/incident.

Note: If a pedestrian is identified in this item, then items 13, 36, 37, 38, 40, 41, 42, and 45 are to be coded "N/A."

13. List the estimated speed (mph) that the highway user was traveling at the time of impact. If the highway user was not a vehicle, enter "N/A." If the vehicle was stopped on the crossing at the time of impact, enter "0."

14. Select the code that best described the geographical direction in which the highway user was moving and enter it in the box provided. If the highway user was stopped, identify the intended direction of travel.

Note: It is possible in some circumstances for the geographical direction of the highway user to be the same as the timetable direction of the railroad consist given in item 30.

15. Select the code that best describes the position of the highway user at the time of impact and enter it in the box provided.

Note: If the highway vehicle was stopped or stalled on the crossing at the time of impact, the speed given in item 13 must be "0."

16. Select the code that best identifies the railroad equipment consist involved in the accident/incident and enter it in the box provided. (See definitions of types of rail equipment given in Section 3.) Note that on-track work equipment such as ballast tampers are classified as cars and, therefore, should be identified by using Code 4 or 5.

When completing this item, pay particular attention to its relationship to other items on the form to avoid contradictions. Some examples of contradictory responses are:

a. If the description of the railroad equipment includes a reference to "pulling," "pushing," or "moving," then train speed in item 29 cannot be "0."

b. If the description states that the consist was "standing," then speed in item 29 must be "0," and item 18 cannot indicate that the consist struck the highway user.

c. If a train is identified, there must be a count of the number of locomotives given in item 27. If the equipment consist was a car or cut of cars, then item 27 must be "0" and the count of cars must be entered in item 28.

17. Identify the position within the consist of the first locomotive unit or car that struck or was struck by the highway user. The position is determined by counting from (and including) the leading locomotive unit or car to the position of the first car or locomotive involved in the accident. The leading unit is the first car or locomotive that entered the crossing, regardless of the location of the locomotive(s). For example, in a pushing movement involving a cut of cars and a single locomotive, the count would begin from the car that first entered the crossing.

Note: If a single railroad car or locomotive was involved, or if the railroad consist struck the highway user (as shown in item 18), then the entry in this item must be "1."

18. Specify whether the railroad consist struck the highway user or was struck by the highway user. If the rail equipment struck the highway user, be sure that item 16 does not refer to "standing" equipment, and that the speed of the on-track equipment is given in item 29. If the highway user struck the railroad consist, be sure that the estimated speed of the highway vehicle given in item 13 is greater than "0," and that the position of the highway user was coded "3" in item 15.

19. Enter the code that identifies whether or not the rail equipment and/or the highway user was transporting hazardous material at the time of the impact. For the rail equipment, this includes

any car within the consist, regardless of location. Highway users are to be identified only when the hazardous material is being transported as cargo; the gasoline or diesel fuel used by the vehicle's engine is not considered to be cargo.

20. Enter the temperature (Fahrenheit) at the accident site at the time of the accident. If the temperatur was subzero, preface the temperature number with a minus (-) symbol.

21. Select the most appropriate entry and place it in the code box. Make sure that this entry does not contradict the time given in item 6; for example, if the time of the accident was 1:30 p.m. it would be inappropriate to code the visibility as "dawn."

22. Select the most appropriate weather condition at the time and location of the accident and enter the code in the box provided.

23. Select the code that best identifies the consist for which this report is being prepared and enter it in the box provided. Make sure that this entry is consistent with the values given in items 16 and 27. For example, if a light locomotive(s) is shown in item 16, then the entry will be "6" and the number of locomotives must be given in item 27.

Note: For on-track work equipment, such as a track motorcar, enter code 4, "work."

24. Select the code that identifies the type of track on which the accident occurred and enter it in the box provided. Branch lines should be reported as main line, code "1."

25. Enter the number or name used to identify the track on which the accident occurred. If it is main track of a single-track line, enter "single main track."

26. Enter the classification number of the track on which this consist is located, as defined by the FRA Track Safety Standards.

Track Class	Maximum Speed Freight Trains	 Passenger Trains
1	10	15
2	25	30
3	40	60
4	60	80
5	80	90
6	110	110

27. Enter the total number of locomotive units in the consist involved in the accident; if none, enter "0."

28. Enter the total number of cars in the equipment consist involved in the accident; if none, enter "0." Be sure to include any caboose(s) in the consist in this count.

29. List the speed (mph) at which the consist was traveling when the impact occurred. Enter "X" in the block provided to indicate if this is an estimated or a recorded speed. If the consist was not moving, enter "0."

30. If the consist was either moving or temporarily stopped, enter the code that describes the timetable or schedule direction in the box provided. If this equipment consist was a car or a cut of cars standing on the track, enter "N/A."

31. Identify the warning devices at the crossing by placing an "X" in the appropriate box(es). In sub-items 2 and 3, "FLS" means "flashing light signal." Enter an "X" in sub-item 5, "Highway Traffic Signals," whenever such a signal is present at the crossing site and is used for controlling highway traffic over the crossing.

32. When any of the warning devices indicated in item 31 is designed to be activated by the presence of an on-track equipment consist and the device operated as intended, enter "1" in the code box. If a train-activated warning device at the crossing failed to operate as intended, for any reason including vandalism, enter "2" in the code box.

Note: If the crossing site was not protected by train-activated warning devices, or if the rail consist was intentionally insulated to prevent activation of the warning mechanism, enter "N/A."

33. Select the code that identifies the location of the crossing warnings shown in item 31 and enter it in the code box. If there was no protection at the crossing, enter "N/A" and check box 12 of item 31.

34. If highway traffic signals within 500 feet of the crossing site are interconnected with the train detection circuitry, such that they restrict highway users from the crossing whenever a rail consist occupies or is about to occupy the crossin enter "1." If the highway traffic signals on the approach to the crossing are within 500 feet of the crossing, but are not interconnected with the train detection circuitry, enter "2." Enter "3" in the code box when it is not known whether the highway traffic signals are interconnected. If highway signals are not present within 500 feet of the crossing, enter "N/A."

Note: Item 31 identifies warning devices actually present at or in the near vicinity of the crossing. Therefore, it is possible to show highway traffic signals interconnected with train detection circuitry in item 34, but not to check block 5 of item 31.

35. If street lights or other special lights used to illuminate the crossing site were on at the time of the accident/incident, enter "1." If there were no such lights or if they were not illuminated at the time of the accident, enter "2

36. Identify whether the highway user, immediately before the accident, had passed another vehicle that had stopped short of the crossing.

37. Enter the appropriate entry in the code box.

38. Enter the appropriate entry in the code box. If code 3 "did not stop" is used, the vehicle must be shown as moving over the crossing in item 15, and traveling at a speed greater than "0" in item 13.

39. If the highway user's view approaching the crossing was obstructed to the extent that he or she might have been unaware that a rail consist was about to occupy or was occupying the crossing, enter the code that identifies the primary obstruction. If the highway user had a clear view of an approaching consist which had not yet occuppied the crossing, enter Code "8."

40. Enter the estimated cost of damages sustained by the highway vehicle involved. The amount given should reflect the cost of repairs. If the vehicle is beyond repair, the cost is the replacement value of the vehicle. If there was no damage to the vehicle, enter "0." Do not make entries such as "Totaled."

41. Select the code that describes the extent of harm to the driver. If the driver was killed or injured, a line entry on Form FRA F 6180-55a must also be completed for this accident/incident.

42. If the driver of the highway vehicle was in the vehicle at the time of impact, enter "1" in the code box. If the driver had left the vehicle prior to the impact, enter "2."

43. Enter the total number of highway vehicle occupants killed in the accident/incident, including the driver, if applicable.

Note: If the report concerns a pedestrian who was killed, enter "1" in the box.

44. Enter the total number of highway vehicle occupants and/or pedestrians injured in the accident/incident, including the driver, if applicable. If there were no such injuries, enter "0."

Note: All casualties reported on this form, in addition to those sustained by persons aboard the rail consist, are to be reported individually on Form FRA F 6180-55a. Use the reporting number entered in item 1b.

45. Enter the total number of persons in the highway vehicle at the time of the impact, including the driver, if applicable.

46. If the accident resulted in reportable railroad damage above the threshold established for reporting rail equipment accidents/incidents, enter "1" in code box and complete Form FRA F 6180-54.

47. Type or print the name and title of the person responsible for preparing this report form.

48. Signature of the person shown in item 47.

49. Date the signature was made in item 48.

5. COMMON REPORTING ERRORS

Contradictory Information. The following is a partial listing of some of the more common types of errors resulting from contradictory information.

a. If a highway vehicle was moving at the time of the impact, vehicle speed in item 13 cannot be "0," and the vehicle's position on the crossing shown in item 15 must be "3" (moving over crossing).

b. If the highway vehicle was not moving, the vehicle speed must be "0;" the position code in item 15 cannot be "3" (moving over crossing); and, item 18 must be "1," indicating that the rail consist struck the highway user.

c. If the rail consist was moving at the time of the impact, item 16 must be either "1," "2," "4," "6," or "8," and the speed in item 29 cannot be "0." If the rail consist was not moving, then item 16 must contain "3," "5," "7," or "8;" the consist speed in item 29 must be "0;" and item 18 must be coded "2," indicating that the highway user struck the rail consist.

d. If the rail consist struck the highway user, code "1" must be entered in item 18, and the position of the car/unit in the consist given in item 17 must be "1." This position is determined by counting from the leading car/unit in the consist, identified as the first car/unit to enter the crossing. Therefore, whenever a rail consist strikes the highway user, it will always be the leading unit that makes the initial contact.

e. Item 38 cannot indicate that a motorist was driving around or through gates if gates were not present at the crossing, as shown in item 31.

Failure To File Other Accident/Incident Forms Or Contradictory Data On Different Reports. When an accident requires that other report forms be completed, be sure to verify that similar information contained on the various reports is consistent. The following are a few of the items which should be reviewed prior to forwarding the monthly reports.

a. If reportable casualties occurred in the accident, these must be reported individually on Form FRA F 6180-55a.

b. If reportable damage (rail equipment and track) exceeded the threshold for train accidents, Form FRA F 6180-54 must be completed. Carefully compare all related information between these forms to ensure consistency.

c. The casualties reported on Form FRA F 6180-55a must have the same State code as that shown on the Form FRA F 6180-57.

d. If the accident occurred at a public crossing, the occurrence code on Form FRA F 6180-55a will begin with 609. If the accident took place at a private crossing, this code will begin with 610. The fourth position of the occurrence code will be an "X" if the impact resulted in reportable railroad damage above the threshold for train accidents. If the reportable railroad damage was below this amount, and the rail consist was moving when the accident occurred, the fourth position of the occurrence code will be a "T"; otherwise, it will be left blank.

[illegible] was driving,
[illegible] present at
[illegible]

Failure to file [illegible]

[illegible]

9-1 [illegible]

[illegible]

INSTRUCTIONS FOR COMPLETING FORM FRA F 6180-56

Annual Railroad Report of Manhours by State

1. REQUIREMENT

A summary of all manhours worked by railroad employees during the report year must be made on Form FRA F 6180-56 and be included with the December submission.

2. GENERAL INSTRUCTIONS

To alleviate the recordkeeping problems caused when certain employees, such as train crews, work in more than one State, the man-hours worked may be computed based on the location of such persons home terminals or the locations where they normally reside. This includes instances when railroad employees operate trains into Canada or Mexico.

The sum of the man-hours shown on this form must equal the total number of man-hours reported on Part III of Form FRA F 5180-45. The man-hours worked by all employees of the railroad, regardless of occupation, are to be included. Non-work time, such as sick leave, is to be ommitted even though it is paid.

3. INSTRUCTIONS FOR COMPLETING FORM

Item	Instruction
1.	Enter the full name of the reporting railroad and list the alphabetic code for this railroad in the box provided.
2.	Enter the calendar year covered by this report.
3.	Enter on the appropriate line in column "C" the number of man-hours worked in that State by employees of the reporting railroad.
4.	Enter the name and title of the person responsible for preparing this report.
5.	Signature of the person shown in item 4.
6.	Date that the signature was made in item 5.

INSTRUCTIONS FOR COMPLETING FORM FRA F 6180-45

Annual Summary Report of Railroad Injury and Illness

1. REQUIREMENT

A summary of all deaths, injuries and occupational illnesses of on-duty railroad employees that occurred during the calendar year is to be made on Form FRA F 6180-45 and be included with the December submission.

2. GENERAL INSTRUCTIONS

Only casualties to on-duty railroad employees (Class A on Form FRA F 6180-55a) are summarized on this form.

The log of fatalities, injuries, and occupational illnesses is to be used when preparing the annual summary.

The actual number of days away from work and days of restricted duty associated with nonfatal cases reported for the calendar year are to be given.

Note: The actual number of days away from work and days of restriction may differ from the sum of such days reported on the individual Form FRA F 6180-55a casualty records during the year. The total number of cases reported on both forms and their distribution as to fatal or nonfatal and injury or occupational illness must agree.

An establishment is a single physical location where business is conducted or where services or industrial operations are performed. Examples of railroad establishments include: an operating division; general office; and a major installation such as a locomotive or car repair or construction facility. For employees who are engaged in dispersed operations, such as track maintenance workers, the "establishment" is the location where these employees report for work assignments.

Do not forward a separate report for each establishment. The form forwarded to FRA will summarize the total casualties for the year.

3. INSTRUCTIONS FOR COMPLETING FORM

Item	Instruction
-	Identify the calendar year covered by this report.
I.	List the number of establishments operated during the year.
II.	Enter the average number of workers employed during the year. Count all railroad employees. Include seasonal, temporary, part-time, office and clerical staff, maintenance, etc. For railroad completing ICC Wage Statistics (Forms A and B), this figure may be obtained from the annual report. For other railroads, add the employment count from all payroll periods during the year and then divide that figure by the number of payroll periods
III.	Enter the total number of hours actually worked by railroad employees during the reporting year. Include time on duty only. Do not include any non-work time even though it is paid for, i.e. vacations, sick leave, holidays, arbitraries, etc. If hours worked are not maintained separately from hours paid, make an estimate of these hours. If actual hours worked are not available for employees paid on a fixed salary, hours worked may be estimated on the basis of 8 hours per workda Railroads preparing annual ICC Wage Statistic forms should use the sum of line 907 (columns 4 and 5) and line 908 (columns 4 and 6) of the ICC report.
IV.	If there were no reportable casualties (fatal or nonfatal) to on-duty railroad employees during the report year, place an "X" in the first box and list the name, address, and reporting code of the railroad in the space provided at the botto of the form. Skip to Section VII on the back of the form. If there were reportable casualties (fatal or nonfatal) to on-duty railroad employees during the report year, place an "X" in the second box and complete the remainder of the form.

V. Enter the total number of reportable on-duty employee casualties (deaths, injuries, and occupational illnesses) that occurred during each month of the report year. The distribution should correspond to that reported on the monthly forms and the total count must equal the sum given in Section VI, line 10, column 1.

VI. Enter the reporting year on the first line and follow the instructions shown on the form. It is important to note the following:

a. Column 1 is the sum of columns 2, 3, and 7.

b. Column 3 will list the total number of cases that caused an employee to be away from work or restricted while at work for one or more days.

c. Column 4 will list the total number of cases that an employee was away from work because of a nonfatal injury or illness. (This corresponds to the total number of cases reported on Form FRA F 6180-55a that contained a value greater than 0 in column 9f.)

d. Column 7 is the total number of nonfatal cases that did not result in either a day away from or a day of restriction at work.

e. Column 8 lists the number of cases shown in columns 3 and 7 that resulted in the termination or permanent transfer of the employee for reasons directly related to the injury or occupational illness sustained.

f. Line 1 summarizes all injuries reported during the year.

g. Lines 2 through 8 are a breakdown of occupational illness by type. These categories correspond to those reported on the individual casualty records. Line 9 is the sum of lines 2 through 8.

h. Line 10 is the sum of line 1 and line 9.

VII. Enter the information specified.

APPENDIX A
RAILROAD CODES

AR	ABERDEEN AND ROCKFISH RAILROAD COMPANY
AS	ABILENE AND SOUTHERN RAILWAY COMPANY
ADRC	ADIRONDACK RAILWAY CORPORATION
AHW	AHNAPEE AND WESTERN RAILWAY COMPANY
ABB	AKRON & BARBERTON BELT RAILROAD COMPANY
AGS	ALABAMA GREAT SOUTHERN RAILROAD
ABL	ALAMEDA BELT LINE
ARR	ALASKA RAILROAD
APRR	ALBANY PORT RAILROAD
ARC	ALEXANDER RAILROAD COMPANY
AWW	ALGERS, WINSLOW AND WESTERN RAILWAY COMPANY
AC	ALGOMA CENTRAL RAILWAY
ALQS	ALIQUIPPA AND SOUTHERN RAILROAD COMPANY
AL	ALMANOR RAILROAD COMPANY
ALS	ALTON & SOUTHERN RAILROAD
AMC	AMADOR CENTRAL RAILROAD COMPANY
ATK	AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)
ANR	ANGELINA & NECHES RIVER RAILROAD
APA	APACHE RAILWAY COMPANY
AN	APALACHICOLA NORTHERN RAILROAD COMPANY
ARA	ARCADE AND ATTICA RAILROAD CORPORATION
AMR	ARCATA AND MAD RIVER RAILROAD COMPANY

The inclusion of a railroad in this appendix does not necessarily mean that it is subject to the provisions of 49 CFR 225.

ALM	ARKANSAS & LOUISIANA MISSOURI RAILWAY COMPANY
AMRT	ARKANSAS & MEMPHIS RAILWAY BRIDGE & TERMINAL COMPANY
ARW	ARKANSAS WESTERN RAILWAY COMPANY
AVL	AROOSTOOK VALLEY RAILROAD COMPANY
ADN	ASHLEY, DREW & NORTHERN RAILROAD COMPANY
ATSF	ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY
ASAB	ATLANTA & SAINT ANDREWS BAY RAILWAY COMPANY
AWP	ATLANTA AND WEST POINT RAILROAD COMPANY
AJT	ATLANTA JOINT TERMINAL COMPANY
AEC	ATLANTIC AND EAST CAROLINA RAILWAY
ATW	ATLANTIC AND WESTERN RAILWAY COMPANY
AUG	AUGUSTA RAILROAD COMPANY
BOCT	BALTIMORE & OHIO CHICAGO TERMINAL RAILROAD COMPANY
BLA	BALTIMORE AND ANNAPOLIS RAILROAD COMPANY
BO	BALTIMORE AND OHIO RAILROAD COMPANY
BAR	BANGOR AND AROOSTOOK RAILROAD
BH	BATH AND HAMMONDSPORT RAILROAD COMPANY
BXN	BAUXITE & NORTHERN RAILWAY COMPANY
BMH	BEAUFORT & MOREHEAD RAILROAD COMPANY
BEEM	BEECH MOUNTAIN RAILROAD COMPANY
BML	BELFAST & MOOSEHEAD LAKE RAILROAD COMPANY
BFC	BELLEFONTE CENTRAL RAILROAD COMPANY
BRC	BELT RAILWAY COMPANY OF CHICAGO
BRR	BELTON RAILROAD COMPANY
BMS	BERLIN MILLS RAILWAY
BLE	BESSEMER & LAKE ERIE RAILROAD COMPANY

BVS	BEVIER & SOUTHERN RAILROAD COMPANY
BS	BIRMINGHAM SOUTHERN RAILROAD COMPANY
BRW	BLACK RIVER & WESTERN RAILROAD
BM	BOSTON AND MAINE CORPORATION
BTC	BOSTON TERMINAL COMPANY
BRAN	BRANDON CORPORATION
BVRY	BRANDYWINE VALLEY RAILROAD COMPANY
BFJR	BRILLION & FOREST JUNCTION RAILROAD COMPANY
BEDT	BROOKLYN EASTERN DISTRICT TERMINAL RAILROAD
BMB	BROWNVILLE AND MATAMOROS BRIDGE COMPANY
BCK	BUFFALO CREEK RAILROAD
BSOR	BUFFALO SOUTHERN RAILROAD
BN	BURLINGTON NORTHERN
BAP	BUTTE, ANACONDA & PACIFIC RAILROAD COMPANY
CLK	CADILLAC & LAKE CITY RAILWAY
CAD	CADIZ RAILROAD COMPANY
CWR	CALIFORNIA WESTERN RAILROAD
CSP	CAMAS PRAIRIE RAILROAD COMPANY
CI	CAMBRIA AND INDIANA RAILROAD COMPANY
CPLT	CAMINO, PLACERVILLE & LAKE TAHOE RAILROAD
CPLJ	CAMP LEJEUNE RAILROAD COMPANY
CN	CANADIAN NATIONAL RAILWAY COMPANY
CNO	CANADIAN NORTHERN
CPVM	CANADIAN PACIFIC RAILWAY (VERMONT AND MICHIGAN)
CP	CANADIAN PACIFIC RAILWAY COMPANY
CTN	CANTON RAILROAD COMPANY

CCH	CAPE COD AND HYANNIS
CFR	CAPE FEAR RAILWAYS, INCORPORATED
CBC	CARBON COUNTY RAILWAY COMPANY
CARR	CARROLLTON RAILROAD
CIC	CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY
CCT	CENTRAL CALFORNIA TRACTION COMPANY
CNYK	CENTRAL NEW YORK RAILROAD
CGA	CENTRAL OF GEORGIA RAILROAD COMPANY
CNJ	CENTRAL RAILROAD COMPANY OF NEW JERSEY
CV	CENTRAL VERMONT
CWRC	CENTRAL WISCONSIN RAILROAD COMPANY
CIRR	CHATTAHOOCHEE INDUSTRIAL RAILROAD
CHV	CHATTAHOOCHEE VALLEY RAILWAY COMPANY
CHT	CHATTANOOGA TRACTION COMPANY
CHWE	CHEHALIS WESTERN
CO	CHESAPEAKE AND OHIO RAILWAY COMPANY
CHW	CHESAPEAKE WESTERN RAILWAY
CHR	CHESTNUT RIDGE RAILWAY COMPANY
CIM	CHICAGO & ILLINOIS MIDLAND RAILWAY COMPANY
CIW	CHICAGO & ILLINOIS WESTERN RAILROAD
CEI	CHICAGO AND EASTERN ILLINOIS
CNW	CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY
CWI	CHICAGO AND WESTERN INDIANA RAILROAD
CHTT	CHICAGO HEIGHTS TERMINAL TRANSFER RAILROAD COMPANY
CRI	CHICAGO RIVER AND INDIANA RAILROAD COMPANY
CSL	CHICAGO SHORT LINE RAILWAY COMPANY

CSS	CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD
CUST	CHICAGO UNION STATION COMPANY
CMNR	CHICAGO, MADISON AND NORTHERN RAILWAY COMPANY
MILW	CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD
CWP	CHICAGO, WEST PULLMAN AND SOUTHERN RAILROAD COMPANY
CRRC	CHIPPEWA RIVER RAILROAD COMPANY
CNTP	CINCINNATI, NEW ORLEANS & TEXAS PACIFIC RAILWAY
COP	CITY OF PRINEVILLE RAILWAY
CLCO	CLAREMENT AND CONCORD RAILWAY COMPANY
CLP	CLARENDON AND PITTSFORD RAILROAD COMPANY
CLIF	CLIFFSIDE RAILROAD
CCO	CLINCHFIELD RAILROAD
CW	COLORADO & WYOMING RAILWAY COMPANY
CLC	COLUMBIA & COWLITZ RAILWAY COMPANY
CNL	COLUMBIA, NEWBERRY AND LAURENS RAILROAD COMPANY
CAGY	COLUMBUS AND GREENVILLE RAILWAY COMPANY
CBL	CONEMAUGH & BLACK LICK RAILROAD COMPANY
CR	CONSOLIDATED RAIL CORPORATION
CACV	COOPERSTOWN & CHARLOTTE VALLEY RAILWAY CORPORATION
CCR	CORINTH AND COUNCE RAILROAD COMPANY
COER	CRAB ORCHARD AND EGYPTIAN RAILROAD
CTSR	CUMBRES AND TOLTEC SCENIC RAILROAD
CUVA	CUYAHOGA VALLEY RAILWAY COMPANY
DMM	DANSVILLE AND MOUNT MORRIS RAILROAD COMPANY
DW	DANVILLE AND WESTERN RAILWAY COMPANY
DR	DARDANELLE & RUSSELLVILLE RAILROAD

DRI	DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY
DH	DELAWARE AND HUDSON RAILROAD COMPANY
DC	DELRAY CONNECTING RAILROAD COMPANY
DVS	DELTA VALLEY & SOUTHERN RAILWAY COMPANY
DRGW	DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY
DUT	DENVER UNION TERMINAL RAILWAY
DQE	DEQUEEN AND EASTERN RAILROAD COMPANY
DCI	DES MOINES AND CENTRAL IOWA RAILWAY COMPANY
DMU	DES MOINES UNION RAILWAY COMPANY
DM	DETROIT AND MACKINAC RAILWAY COMPANY
DTS	DETROIT AND TOLEDO SHORE LINE RAILROAD
DT	DETROIT TERMINAL RAILROAD COMPANY
DTI	DETROIT, TOLEDO AND IRONTON RAILROAD COMPANY
DVR	DEVCO RAILWAY
DA	DOMINION ATLANTIC RAILWAY
DKS	DONIPHAN, KENSETT & SEARCY RAILWAY
DNE	DULUTH & NORTHEASTERN RAILROAD COMPANY
DMIR	DULUTH, MISSABE AND IRON RANGE RAILWAY COMPANY
DWP	DULUTH, WINNIPEG AND PACIFIC RAILWAY
DSNG	DURANGO AND SILVERTON NARROW GUAGE RAILROAD COMPANY
DS	DURHAM AND SOUTHERN RAILWAY COMPANY
EACH	EAST CAMDEN & HIGHLAND RAILROAD COMPANY
ECBR	EAST COOPER AND BERKELEY RAILROAD
EEC	EAST ERIE COMMERCIAL RAILROAD
EJR	EAST JERSEY RAILROAD AND TERMINAL COMPANY
ESLJ	EAST ST. LOUIS JUNCTION RAILROAD COMPANY

ETWN	EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD
ESHR	EASTERN SHORE
EM	EDGMOOR & MANETTA RAILWAY
EDW	EL DORADO AND WESSON RAILWAY
EJE	ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
ENIC	ENID CENTRAL RAILROAD
EWR	ERIE WESTERN RAILWAY COMPANY
ELS	ESCANABA AND LAKE SUPERIOR RAILROAD COMPANY
ETL	ESSEX TERMINAL RAILROAD
EV	EVERETT RAILROAD COMPANY
FPE	FAIRPORT, PAINESVILLE & EASTERN RAILWAY COMPANY
FCR	FALLS CREEK RAILROAD
FMRC	FARMRAIL CORPORATION
FRDN	FERDINAND RAILROAD COMPANY
FEC	FLORIDA EAST COAST RAILWAY COMPANY
FJG	FONDA, JOHNSTOWN AND GLOVERSVILLE RAILROAD COMPANY
FP	FORDYCE & PRINCETON RAILROAD COMPANY
FOR	FORE RIVER RAILROAD CORPORATION
FDDM	FORT DODGE, DES MOINES AND SOUTHERN
FSVB	FORT SMITH AND VAN BUREN RAILWAY COMPANY
FWU	FORT WAYNE UNION RAILWAY COMPANY
FWD	FORT WORTH AND DENVER RAILWAY COMPANY
FCIN	FRANKFORT AND CINCINNATI RAILROAD COMPANY
GM	GAINESVILLE MIDLAND RAILROAD COMPANY
GWF	GALVESTON WHARVES (BOARD OF TRUSTEES OF)

GHH	GALVESTON, HOUSTON & HENDERSON RAILROAD COMPANY
GCW	GARDEN CITY WESTERN RAILWAY COMPANY
GNWR	GENESEE AND WYOMING RAILROAD COMPANY
GRR	GEORGETOWN RAILROAD COMPANY
GANO	GEORGIA NORTHERN RAILWAY COMPANY
GA	GEORGIA RAILROAD
GSF	GEORGIA SOUTHERN & FLORIDA RAILWAY
GETY	GETTYSBURG RAILROAD COMPANY
GTR	GOLDEN TRIANGLE RAILROAD
GRI	GOODWIN RAILROAD CORPORATION
GU	GRAFTON AND UPTON RAILROAD COMPANY
GCRR	GRAHAM COUNTY RAILROAD
GRNR	GRAND RIVER RAILWAY COMPANY
GTW	GRAND TRUNK WESTERN RAILROAD COMPANY
GNA	GRAYSONIA, NASHVILLE & ASHDOWN RAILROAD COMPANY
GSW	GREAT SOUTHWEST RAILROAD, INCORPORATED
GWR	GREAT WESTERN RAILWAY COMPANY
GBW	GREEN BAY AND WESTERN RAILROAD COMPANY
GMRC	GREEN MOUNTAIN RAILROAD CORPORATION
GRN	GREENVILLE AND NORTHERN RAILWAY COMPANY
GJ	GREENWICH & JOHNSONVILLE RAILWAY COMPANY
HB	HAMPTON & BRANCHVILLE RAILROAD COMPANY
HBL	HARBOR BELT LINE RAILROAD
HS	HARTFORD AND SLOCOMB RAILROAD COMPANY
HRT	HARTWELL RAILWAY COMPANY
HRR	HAYSI RAILROAD COMPANY

HSW	HELENA SOUTHWESTERN RAILROAD COMPANY
HPTD	HIGH POINT, THOMASVILLE AND DENTON RAILROAD COMPANY
HLNE	HILLSBORO AND NORTHEASTERN RAILROAD COMPANY
HCRC	HILLSDALE COUNTY RAILWAY COMPANY, INCORPORATED
HE	HOLLIS & EASTERN RAILROAD COMPANY
HI	HOLTON INTER-URBAN RAILWAY COMPANY
HBT	HOUSTON BELT & TERMINAL RAILWAY COMPANY
HN	HUTCHINSON AND NORTHERN RAILWAY COMPANY
ICG	ILLINOIS CENTRAL GULF RAILROAD
ITC	ILLINOIS TERMINAL RAILROAD
INOH	INDIANA & OHIO RAILROAD
HOSC	INDIANA EASTERN RAILROAD & TRANSPORTATION, INC.
IHB	INDIANA HARBOR BELT RAILROAD
IHRC	INDIANA HI-RAIL CORPORATION
IIRC	INDIANA INTERSTATE RAILWAY COMPANY, INC.
INT	INTERSTATE RAILROAD COMPANY
IANR	IOWA NORTHERN RAILROAD COMPANY
IRRC	IOWA RAILROAD COMPANY
IAT	IOWA TERMINAL RAILROAD COMPANY
IT	IOWA TRANSFER RAILWAY COMPANY
JTCO	JACKSONVILLE TERMINAL COMPANY
JSC	JOHNSTOWN AND STONY CREEK RAILROAD COMPANY
KSBR	KANKAKEE, BEAVERVILLE AND SOUTHERN RAILROAD COMPANY
KM	KANSAS AND MISSOURI RAILWAY TERMINAL COMPANY
KCC	KANSAS CITY CONNECTING RAILROAD COMPANY

KCS	KANSAS CITY SOUTHERN RAILWAY COMPANY
KCT	KANSAS CITY TERMINAL RAILWAY COMPANY
KCNW	KELLY'S CREEK AND NORTHWESTERN RAILROAD COMPANY
KBEC	KENT BARRY & EATON CONNECTING RAILWAY COMPANY
KT	KENTUCKY AND TENNESSEE RAILWAY
KJRY	KEOKUK JUNCTION RAILWAY
KNOR	KLAMATH NORTHERN RAILWAY COMPANY
KKRR	KNOX AND KANE RAILROAD
KYLE	KYLE RAILROAD

LSBC	LA SALLE AND BUREAU COUNTY RAILROAD COMPANY
LASB	LACKAWAXEN AND STOURBRIDGE RAILROAD
LEE	LAKE ERIE & EASTERN RAILROAD
LEFW	LAKE ERIE AND FORT WAYNE RAILROAD
LEF	LAKE ERIE, FRANKLIN & CLARION RAILROAD COMPANY
LSI	LAKE SUPERIOR & ISHPEMING RAILROAD COMPANY
LSTT	LAKE SUPERIOR TERMINAL & TRANSFER RAILWAY COMPANY
LT	LAKE TERMINAL RAILROAD COMPANY
LVRC	LAMOILLE VALLEY RAILROAD COMPANY
LC	LANCASTER AND CHESTER RAILWAY COMPANY
LNO	LAONA & NORTHERN RAILWAY
LRS	LAURINBURG AND SOUTHERN RAILROAD COMPANY
LCRC	LENAWEE COUNTY RAILROAD COMPANY, INCORPORATED
LRWN	LITTLE ROCK & WESTERN RAILROAD CORPORATION
LRP	LITTLE ROCK PORT RAILROAD COMPANY
LPSG	LIVE OAK, PERRY, SOUTH GEORGIA RAILWAY COMPANY
LAL	LIVONIA, AVON & LAKEVILLE RAILROAD COMPANY

LI	LONG ISLAND RAILROAD
LS	LONGVIEW SWITCHING
LPN	LONGVIEW, PORTLAND & NORTHERN RAILROAD COMPANY
LAJ	LOS ANGELES JUNCTION RAILWAY COMPANY
LAPT	LOS ANGELES UNION PASSENGER TERMINAL
LA	LOUISIANA & ARKANSAS RAILWAY COMPANY
LNW	LOUISIANA & NORTH WEST RAILROAD COMPANY
LOAM	LOUISIANA MIDLAND RAILWAY COMPANY
LSO	LOUISIANA SOUTHERN RAILWAY COMPANY
LN	LOUISVILLE AND NASHVILLE RAILROAD COMPANY
LW	LOUISVILLE AND WADLEY RAILWAY COMPANY
LNAC	LOUISVILLE, NEW ALBANY AND CORYDON RAILROAD COMPANY
LBR	LOWVILLE AND BEAVER RIVER RAILROAD COMPANY
LUN	LUDINGTON AND NORTHERN RAILWAY
MRR	MADISON RAILROAD DIVISION
MRCO	MADISON RAILWAY COMPANY
MAA	MAGMA ARIZONA RAILROAD
MVRY	MAHOMANY VALLEY RAILWAY COMPANY
MEC	MAINE CENTRAL RAILROAD COMPANY
MPP	MANITOU AND PIKE'S PEAK RAILROAD COMPANY
MJ	MANUFACTURERS' JUNCTION RAILWAY COMPANY
MRS	MANUFACTURERS' RAILWAY COMPANY (ST. LOUIS)
MBRC	MARIANA AND BLOUNTSTOWN RAILROAD COMPANY
MTW	MARINETTE, TOMAHAWK & WESTERN RAILROAD COMPANY
MHCO	MARQUETTE & HURON MT. RAILROAD COMPANY
MDDE	MARYLAND AND DELAWARE RAILROAD COMPANY

MPA	MARYLAND AND PENNSYLVANIA RAILROAD COMPANY
MMID	MARYLAND MIDLAND RAILROAD COMPANY
MCER	MASSACHUSETTS CENTRAL RAILROAD COMPANY
MSTR	MASSENA TERMINAL RAILROAD COMPANY
MCR	MCCLOUD RIVER RAILROAD
MKC	MCKEESPORT CONNECTING RAILROAD
MBRR	MERIDAN & BIGBEE RAILROAD COMPANY
MIRR	MICHIGAN INTERSTATE RAILROAD (ANN ARBOR LINES)
MIGN	MICHIGAN NORTHERN RAILROAD
MIDH	MIDDLETOWN AND HUMMELSTOWN RAILROAD
MNJ	MIDDLETOWN AND NEW JERSEY RAILWAY COMPANY
MKCS	MILWAUKEE-KANSAS CITY S. JOINT AGENCY
MNS	MINNEAPOLIS, NORTHFIELD AND SOUTHERN RAILWAY COMPANY
MMR	MINNESOTA AND MANITOBA RAILROAD
MTFR	MINNESOTA TRANSFER RAILWAY COMPANY
MDW	MINNESOTA, DAKOTA AND WESTERN RAILROAD COMPANY
MSV	MISSISSIPPI & SKUNA VALLEY RAILROAD COMPANY
MSE	MISSISSIPPI EXPORT RAILROAD COMPANY
MISS	MISSISSIPPIAN RAILWAY
MP	MISSOURI PACIFIC RAILROAD COMPANY
MI	MISSOURI-ILLINOIS RAILROAD
MKT	MISSOURI-KANSAS-TEXAS RAILROAD COMPANY
MG	MOBILE & GULF RAILROAD COMPANY
MET	MODESTO AND EMPIRE TRACTION COMPANY
MCRR	MONONGAHELA CONNECTING RAILROAD COMPANY
MGA	MONONGAHELA RAILWAY

MTR	MONTOUR RAILROAD COMPANY
ME	MORRISTOWN AND ERIE RAILROAD
MCSA	MOSCOW, CAMDEN AND SAN AUGUSTINE RAILROAD
MOV	MOSHASSUCK VALLEY RAILROAD COMPANY
MH	MOUNT HOOD RAILWAY COMPANY
MVT	MOUNT VERNON TERMINAL RAILWAY, INC.
MWR	MUNCIE AND WESTERN RAILROAD COMPANY
METW	MUNICIPALITY OF EAST TROY
NJ	NAPIERVILLE JUNCTION RAILWAY COMPANY
NAC	NASHVILLE & ASHLAND CITY RAILROAD COMPANY
NTR	NATCHEZ TRACE RAILROAD
NN	NEVADA NORTHERN RAILWAY COMPANY
NHIR	NEW HOPE AND IVYLAND COMPANY
NJII	NEW JERSEY, INDIANA & ILLINOIS RAILROAD COMPANY
NOPB	NEW ORLEANS PUBLIC BELT RAILROAD
NOT	NEW ORLEANS TERMINAL COMPANY
NOUP	NEW ORLEANS UNION PASSENGER TERMINAL
NRRC	NEW RIVER RAILWAY COMPANY
NYLE	NEW YORK AND LAKE ERIE
NYD	NEW YORK DOCK RAILWAY
NYSW	NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY
NSS	NEWBURGH AND SOUTH SHORE RAILWAY COMPANY
NEZP	NEZPERCE RAILROAD COMPANY
NFG	NICHOLS, FAYETTE AND GREENBRIAR
NPB	NORFOLK AND PORTSMOUTH BELT LINE RAILROAD COMPANY
NW	NORFOLK AND WESTERN RAILWAY COMPANY

NS	NORFOLK SOUTHERN RAILWAY COMPANY
NFD	NORFOLK, FRANKLIN AND DANVILLE RAILROAD COMPANY
NCOK	NORTH CENTRAL OKLAHOMA RAILWAY
NCTR	NORTH CENTRAL TEXAS RAILWAY, INC.
NCT	NORTH CHARLESTON TERMINAL COMPANY
NLG	NORTH LOUISIANA & GULF RAILROAD COMPANY
NSRC	NORTH STRATFORD RAILROAD CORPORATION
NB	NORTHAMPTON AND BATH RAILROAD COMPANY
NIRC	NORTHEAST ILLINOIS REGIONAL COMMUTER RAIL CORPORATION
NOKL	NORTHWESTERN OKLAHOMA RAILROAD
NWP	NORTHWESTERN PACIFIC RAILROAD COMPANY
NSL	NORWOOD AND ST. LAWRENCE RAILROAD COMPANY

OTR	OAKLAND TERMINAL RAILWAY
OCTR	OCTORARO RAILWAY INCORPORATED
OURD	OGDEN UNION RAILWAY & DEPOT COMPANY
OLB	OMAHA, LINCOLN AND BEATRICE RAILWAY COMPANY
ONCT	ONTARIO CENTRAL RAILROAD CORPORATION
OMID	ONTARIO MIDLAND RAILROAD CORPORATION
ONW	OREGON & NORTHWESTERN RAILROAD COMPANY
OPE	OREGON PACIFIC AND EASTERN RAILWAY
OCE	OREGON, CALIFORNIA AND EASTERN RAILWAY COMPANY

PARN	PACIFIC & ARCTIC RR & NAVIGATION COMPANY
PI	PADUCAH & ILLINOIS RAILROAD COMPANY
PRT	PARR TERMINAL RAILROAD
PBR	PATAPSCO & BACK RIVERS RAILROAD

PRV	PEARL RIVER VALLEY RAILROAD
PVS	PECOS VALLEY SOUTHERN RAILWAY COMPANY
POVA	PEND OREILLE VALLEY RAILROAD COMPANY
PT	PENINSULA TERMINAL COMPANY
PPU	PEORIA AND PEKIN UNION RAILWAY COMPANY
PTC	PEORIA TERMINAL COMPANY
PSR	PETALUMA AND SANTA ROSA RAILROAD COMPANY
PBL	PHILADELPHIA BELT LINE RAILROAD COMPANY
PBNE	PHILADELPHIA, BETHLEHEM AND NEW ENGLAND
PICK	PICKENS RAILROAD COMPANY
PS	PITTSBURG & SHAWMUT RAILROAD COMPANY
PLE	PITTSBURGH & LAKE ERIE RAILROAD
POV	PITTSBURGH AND OHIO VALLEY RAILWAY COMPANY
PAM	PITTSBURGH, ALLEGHENY AND MCKEES ROCKS RAILROAD COMPANY
PCY	PITTSBURGH, CHARTIERS & YOUGHIOGHENY RAILWAY
PCN	POINT COMFORT & NORTHERN RAILWAY COMPANY
PATH	PORT AUTHORITY TRANS HUDSON
PBVR	PORT BIENVILLE RAILROAD
PHD	PORT HURON AND DETROIT RAILROAD COMPANY
PJR	PORT JERSEY RAILROAD COMPANY
POM	PORT OF MIAMI RAILROAD
POAK	PORT OF OAKLAND
PPBD	PORT OF PALM BEACH TERMINAL
POTB	PORT OF TILLAMOOK BAY RAILROAD
POW	PORT OF WILIMINGTON
PTRA	PORT TERMINAL RAILROAD ASSOCIATION

PTRS	PORT TERMINAL RAILROAD OF SOUTH CAROLINA
PUCC	PORT UTILITIES COMMISSION OF CHARLESTON, S.C.
PTO	PORTLAND TERMINAL (OREGON)
PTM	PORTLAND TERMINAL COMPANY "MAINE"
PRTD	PORTLAND TRACTION COMPANY
PACY	PRAIRIE CENTRAL RAILWAY COMPANY
PARY	PRAIRIE TRUNK RAILWAY
PNW	PRESCOTT AND NORTHWESTERN RAILROAD COMPANY
PW	PROVIDENCE AND WORCESTER RAILROAD COMPANY
PUD	PUEBLO UNION DEPOT AND RAILROAD COMPANY
QAP	QUANAH, ACME AND PACIFIC
QRR	QUINCY RAILROAD COMPANY
RV	RAHWAY VALLEY RAILROAD
RFP	RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY
RT	RIVER TERMINAL RAILWAY
RSS	ROCKDALE, SANDOW & SOUTHERN RAILROAD COMPANY
RSP	ROSCOE, SNYDER & PACIFIC RAILWAY COMPANY
SRN	SABINE RIVER & NORTHERN RAILROAD COMPANY
SN	SACRAMENTO NORTHERN RAILWAY
SLGW	SALT LAKE, GARFIELD & WESTERN RAILWAY COMPANY
SDAE	SAN DIEGO AND ARIZONA EASTERN TRANSPORTATION COMPANY
SFB	SAN FRANCISCO BELT RAILROAD
SLC	SAN LUIS CENTRAL RAILROAD COMPANY
SMA	SAN MANUEL ARIZONA RAILROAD COMPANY
SS	SAND SPRINGS RAILWAY COMPANY

SAN	SANDERSVILLE RAILROAD COMPANY
SMV	SANTA MARIA VALLEY RAILROAD COMPANY
SSM	SAULT SAINT MARIE BRIDGE COMPANY
SRTC	SAVANNAH RIVER TERMINAL COMPANY
SSDK	SAVANNAH STATE DOCKS RAILROAD COMPANY
SCL	SEABOARD COAST LINE RAILROAD
SNCT	SEATTLE AND NORTH COAST RAILROAD COMPANY
SERA	SIERRA RAILROAD COMPANY
SOO	SOO LINE RAILROAD
SBVR	SOUTH BRANCH VALLEY RAILROAD
SBK	SOUTH BROOKLYN RAILWAY COMPANY
SB	SOUTH BUFFALO RAILWAY
SCK	SOUTH CENTRAL ARKANSAS RAILWAY, INCORPORATED
SCTR	SOUTH CENTRAL TENNESSEE RAILROAD COMPANY
SIM	SOUTHERN ILLINOIS AND MISSOURI BRIDGE LINE
SIND	SOUTHERN INDIANA RAILWAY, INC.
SP	SOUTHERN PACIFIC TRANSPORTATION COMPANY
SOU	SOUTHERN RAILWAY COMPANY
SSLV	SOUTHERN SAN LUIS VALLEY RAILROAD COMPANY
SOR	SOUTHWESTERN OKLAHOMA RAILROAD
SPEG	SPENCERVILLE AND ELGIN RAILROAD COMPANY
SI	SPOKANE INTERNATIONAL RAILROAD
ST	SPRINGFIELD TERMINAL RAILWAY COMPANY (VERMONT)
SJT	ST. JOSEPH TERMINAL RAILROAD COMPANY
SLAW	ST. LAWRENCE RAILROAD
SLMB	ST. LOUIS MUNICIPAL BRIDGE RAILWAY

SSW	ST. LOUIS SOUTHWESTERN RAILWAY COMPANY
STMA	ST. MARIES RIVER RAILROAD CO.
SM	ST. MARYS RAILROAD COMPANY
SPUD	ST. PAUL UNION DEPOT COMPANY
SIRC	STATEN ISLAND RAILROAD CORPORATION
SIRT	STATEN ISLAND RAPID TRANSIT- OPERATING AUTHORITY
SH	STEELTON & HIGHSPIRE RAILROAD
STRT	STEWARTSTOWN RAILROAD
STE	STOCKTON TERMINAL AND EASTERN RAILROAD
SSC	STOCKYARDS SERVICE COMPANY
SRC	STRASBURG RAILROAD COMPANY
SC	SUMTER AND CHOCTAW RAILWAY
SUN	SUNSET RAILWAY COMPANY
TMBL	TACOMA MUNICIPAL BELT LINE RAILWAY
TENN	TENNESSEE RAILROAD COMPANY
TVA	TENNESSEE VALLEY AUTHORITY
TAG	TENNESSEE, ALABAMA AND GEORGIA RAILWAY COMPANY
TRRA	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS
TASD	TERMINAL RAILWAY ALABAMA STATE DOCKS
TN	TEXAS & NORTHERN RAILWAY COMPANY
TP	TEXAS AND PACIFIC RAILWAY
TEXC	TEXAS CENTRAL RAILROAD COMPANY
TCT	TEXAS CITY TERMINAL RAILWAY COMPANY
TM	TEXAS MEXICAN RAILWAY COMPANY
TSE	TEXAS SOUTH-EASTERN RAILROAD COMPANY
TCC	TEXAS TRANSPORTATION COMPANY

TOE	TEXAS, OKLAHOMA AND EASTERN RAILROAD COMPANY
TS	TIDEWATER SOUTHERN RAILWAY COMPANY
TTR	TIJUANA AND TECATE RAILWAY COMPANY
TIPP	TIPPECANOE RAILROAD
TPW	TOLDEO, PEORIA AND WESTERN RAILROAD
TT	TOLEDO TERMINAL RAILROAD COMPANY
TOV	TOOELE VALLEY RAILWAY COMPANY
TWRY	TRADEWATER RAILWAY COMPANY
TTIS	TRANSKENTUCKY RAILROAD COMPANY
TRC	TRONA RAILWAY COMPANY
TCG	TUCSON, CORNELIA AND GILA BEND RAILROAD COMPANY
TSU	TULSA-SAPULPA UNION RAILWAY COMPANY
TSBY	TUSCOLA AND SAGINAW BAY RAILROAD COMPANY, INC.
UB	UNION BELT OF DETROIT
UP	UNION PACIFIC RAILROAD
URR	UNION RAILROAD (PITTSBURG)
UO	UNION RAILROAD OF OREGON
UMP	UPPER MERION & PLYMOUTH RAILROAD COMPANY
UTAH	UTAH RAILWAY COMPANY
VSO	VALDOSTA SOUTHERN RAILROAD
VS	VALLEY & SILETZ RAILROAD COMPANY
VALE	VALLEY RAILROAD COMPANY
VCY	VENTURA COUNTY RAILWAY COMPANY
VTR	VERMONT RAILWAY, INCORPORATED
VAMD	VIRGINIA AND MARYLAND RAILROAD COMPANY

VC	VIRGINIA CENTRAL RAILWAY
VE	VISALIA ELECTRIC RAILROAD COMPANY
WVRC	WABASH VALLEY RAILROAD COMPANY
WWV	WALLA WALLA VALLEY RAILWAY COMPANY
WS	WARE SHOALS RAILROAD
WSR	WARREN & SALINE RIVER RAILROAD
WAR	WARRENTON RAILROAD
WRWK	WARWICK RAILWAY COMPANY
WACR	WASHINGTON COUNTY RAILROAD CORPORATION
WATC	WASHINGTON TERMINAL COMPANY
WIM	WASHINGTON, IDAHO AND MONTANA RAILWAY COMPANY
WLO	WATERLOO RAILROAD COMPANY
WMWN	WEATHERFORD, MINERAL WELLS & NORTHWESTERN RAILWAY COMPANY
WVN	WEST VIRGINIA NORTHERN RAILROAD COMPANY
WM	WESTERN MARYLAND RAILWAY
WP	WESTERN PACIFIC RAILROAD COMPANY
WRRC	WESTERN RAILROAD COMPANY
WA	WESTERN RAILWAY OF ALABAMA
WR	WHIPPANY RIVER
WCTU	WHITE CITY TERMINAL AND UTILITY COMPANY
WT	WICHITA TERMINAL
WBC	WILKES-BARRE CONNECTING RAILROAD COMPANY
WGRR	WILLAMINA AND GRANDE RONDE RAILROAD
WAW	WILMINGTON AND WESTERN
WW	WINCHESTER AND WESTERN RAILROAD COMPANY
WNFR	WINIFREDE RAILROAD COMPANY

WBR	WINONA BRIDGE COMPANY
WSS	WINSTON-SALEM SOUTHBOUND RAILWAY
WCRR	WISCONSIN CENTRAL RAILROAD COMPANY
WSRY	WISCONSISN SOUTHERN RAILWAY
WRC	WOLFEBORO RAILROAD COMPANY
WYS	WYANDOTTE SOUTHERN RAILROAD COMPANY
WYT	WYANDOTTE TERMINAL RAILROAD COMPANY
YVT	YAKIMA VALLEY TRANSPORTATION COMPANY
YAN	YANCY RAILROAD COMPANY
YS	YOUNGSTOWN & SOUTHERN RAILWAY COMPANY
YN	YOUNGSTOWN AND NORTHERN RAILROAD COMPANY
YW	YREKA WESTERN RAILROAD COMPANY

APPENDIX B

STATE CODES

AL	Alabama
AK	Alaska
AZ	Arizona
AR	Arkansas
CA	California
CO	Colorado
CT	Connecticut
DE	Delaware
DC	District of Columbia
FL	Florida
GA	Georgia
ID	Idaho
IL	Illinois
IN	Indiana
IA	Iowa
KS	Kansas
KY	Kentucky
LA	Louisiana
ME	Maine
MD	Maryland
MA	Massachusetts
MI	Michigan
MN	Minnesota
MS	Mississippi
MO	Missouri
MT	Montana
NE	Nebraska
NV	Nevada
NH	New Hampshire
NJ	New Jersey
NM	New Mexico
NY	New York
NC	North Carolina
ND	North Dakota
OH	Ohio
OK	Oklahoma
OR	Oregon
PA	Pennsylvania
RI	Rhode Island
SC	South Carolina
SD	South Dakota
TN	Tennessee
TX	Texas
UT	Utah
VT	Vermont
VA	Virginia
WA	Washington
WV	West Virginia
WI	Wisconsin
WY	Wyoming

Appendix C

RAIL EQUIPMENT ACCIDENT/INCIDENT CAUSE CODES

TRACK, ROADBED AND STRUCTURES

Roadbed

101 Roadbed settled or soft

102 Washout/rain/slide/flood/snow/ice damage to track

109 Other roadbed defects (enter Code 109 in item 35 and explain the cause in item 50)

TRACK GEOMETRY

110 Wide gage (defective or missing crossties)

111 Wide gage (defective or missing spikes or other rail fasteners)

112 Wide gage (loose, broken, or defective gage rods)

113 Wide gage (worn rails)

114 Track alignment irregular

115 Track alignment irregular (buckled)

116 Track profile improper

117 Superelevation improper, excessive, or insufficient

118 Superelevation runoff improper

119 Cross level of track irregular (at joints)

120 Cross level of track irregular (not at joints)

129 Other track geometry defects (enter code 129 in item 35 and explain the cause in item 50)

RAIL AND JOINT BAR

130 Bolt hole crack or break

131 Broken base of rail

132 Broken weld (field)

133	Broken weld (plant)
134	Detail fracture from shelling or head check
135	Engine burn fracture
136	Head and web separation (outside joint bar limits)
137	Head and web separation (within joint bar limits)
138	Horizontal split head
139	Piped rail
140	Rail defect with joint bar repair
141	Transverse/compound fissure
142	Vertical split head
143	Worn rail
144	Mismatched rail-head contour
145	Joint bar broken (compromise)
146	Joint bar broken (insulated)
147	Joint bar broken (noninsulated)
148	Joint bolts, broken, or missing
149	Other rail and joint bar defects (enter Code 149 in item 35 and explain in item 50)

FROGS, SWITCHES AND TRACK APPLIANCES

160	Guard rail loose/broken or mislocated
161	Switch damaged or out of adjustment
162	Switch, hand operated, stand mechanism broken, loose, or worn
163	Switch connecting or operating rod is broken or defective
164	Stock rail worn, broken or disconnected
165	Switch point worn or broken

166	Switch rod worn, bent, broken, or disconnected
167	Frog (rigid) worn, or broken
168	Frog (spring) worn, or broken
169	Frog (self guarded), worn or broken
171	Derail, defective
172	Expansion joint failed or malfunctioned
173	Retarder worn, broken, or malfunctioning
174	Spring/power switch mechanism malfunction
175	Retarder yard skate defective
176	Switch out of adjustment because of insufficient rail anchoring
179	Other frog, switch and track appliance defects (enter code 179 in item 35 and explain in item 50)

OTHER WAY AND STRUCTURE

180	Bridge misalignment or failure
181	Flangeway clogged
189	Other way and structure defects (enter code 189 in item 35 and explain in item 50)

SIGNAL AND COMMUNICATION

200	Fixed signal improperly displayed (defective)
201	Radio communication equipment failure
202	Other communication equipment failure
203	Block signal displayed false proceed
204	Interlocking signal displayed false proceed
205	Automatic cab signal displayed false proceed
206	Automatic cab signal inoperative
207	Automatic train-stop device inoperative

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208 Automatic train control device inoperative

209 Other signal and communication failures (enter Code 209 in item 35 and explain in item 50)

MECHANICAL AND ELECTRICAL FAILURES

BRAKES

400	Air hose uncoupled or burst
400L	Air hose uncoupled or burst, locomotive
401	Hydraulic hose uncoupled or burst
401L	Hydraulic hose uncoupled or burst, locomotive
402	Broken brake pipe or connections
402L	Broken brake pipe or connections, locomotive
403	Obstructed brake pipe (closed angle cock, ice, etc.)
403L	Obstructed brake pipe (closed angle cock, ice, etc.), locomotive
404	Other brake components damaged, worn, broken, or disconnected.
404L	Other brake components damaged, worn, broken, or disconnected, locomotive
405	Brake value malfunction (undesired emergency)
405L	Brake valve malfunction (undesired emergency), locomotive
406	Brake valve malfunction (stuck brake, etc.)
406L	Brake valve malfunction (stuck brake, etc.), locomotive
407	Rigging down or dragging
407L	Rigging down or dragging, locomotive
408	Hand brake (including gear) broken or defective
408L	Hand brake (including gear) broken or defective, locomotive
409	Hand brake linkage and/or connections broken or defective
409L	Hand brake linkage and/or connections broken or defective, locomotive

410	Other brake defects, cars (enter Code 410 in item 35 and explain in item 50)
410L	Other brake defects, locomotives (enter Code 410L in item 35 and explain in item 50)

TRAILER OR CONTAINER ON FLATCAR

411	Broken or defective tiedown equipment
412	Broken or defective container
413	Broken or defective trailer
419	Other trailer or container on flat car defects (enter Code 419 in item 35, explain in item 50)

BODY

420	Body bolster broken or defective
420L	Body bolster broken or defective, locomotive
421	Center sill broken or bent
421L	Center sill broken or bent, locomotive
422	Draft sill broken or bent
422L	Draft sill broken or bent, locomotive
423	Center plate broken or defective
423L	Center plate broken or defective, locomotive
424	Center plate disengaged from truck (car off center)
424L	Center plate disengaged from truck (unit off center) locomotive
425	Center pin broken or missing
425L	Center pin broken or missing, locomotive
426	Center plate attachment defective
426L	Center plate attachment defective, locomotive

427	Side sill broken
427L	Side sill broken, locomotive
429	Other body defects, car (enter Code 429 in item 35 and explain in item 50)
429L	Other body defects, locomotive (enter Code 429L in item 35 and explain in item 50)

COUPLER AND DRAFT SYSTEM

430	Knuckle broken or defective
430L	Knuckle broken or defective, locomotive
431	Coupler mismatch, high/low
431L	Coupler mismatch, high/low, locomotive
432	Coupler drawhead broken or defective
432L	Coupler drawhead broken or defective, locomotive
433	Coupler retainer pin/cross key mission
433L	Coupler retainer pin/cross key missing, locomotive
434	Draft gear/mechanism broken or defective (including yoke)
434L	Draft gear/mechanism broken or defective (including yoke), locomotive
435	Coupler carrier broken or defective
435L	Coupler carrier broken or defective, locomotive
436	Coupler shank broken or defective
436L	Coupler shank broken or defective, locomotive
439	Other coupler and draft system defects, car (enter Code 439 in item 35 and explain in item 50)
439L	Other coupler and draft system defects, locomotive (enter Code 439L in item 35 and explain in 50)

TRUCK COMPONENTS

440	Side bearing clearance improper
440L	Side bearing clearance improper, locomotive
441	Side bearing(s) broken
441L	Side bearing(s) broken, locomotive
442	Side bearing(s) missing
442L	Side bearing(s) missing, locomotive
443	Truck bolster broken
433L	Truck bolster broken, locomotive
444	Side frame broken
444L	Side frame broken, locomotive
445	Truck, stiff, improper lateral or improper swivelling
445L	Truck, stiff, improper lateral or improper swivelling, locomotive
446	Defective snubbing
446L	Defective snubbing, locomotive
447	Broken, missing, or otherwise defective springs
447L	Broken, missing, or otherwise defective springs locomotive
449	Other truck component defects, cars (enter Code 449 in item 35 and explain in item 50)
449L	Other truck component defects, locomotive (enter Code 449L in item 35 and explain in item 50)

AXLES AND JOURNAL BEARINGS

450	Broken or bent between wheel seats
450L	Broken or bent between wheel seats, locomotive
451	Journal (plain) failure from overheating
451L	Journal (plain) failure from overheating, locomotive

452 Journal (roller bearing) faiure from overheating

452L Journal (roller bearing) failure from overheating, locomotive

453 Journal fractured, new cold break

453 Journal fractured, new cold break, locomotive

454 Journal fractured, cold break, previously overheated

454L Journal fractured, cold break, previously overheated, locomotive

459 Other axle and journal bearing defects, cars (enter Code 459 in item 35 and explain in item 50)

459L Other axle and journal bearing defects, locomotive (enter Code 459L in item 35 and explain in item 50).

WHEELS

460 Broken flange

460L Broken flange, locomotive

461 Broken rim

461L Broken rim, locomotive

462 Broken plate

462L Broken plate, locomotive

463 Broken hub

463L Broken hub, locomotive

464 Worn flange

464L Worn flange, locomotive

465 Worn tread

465L Worn tread, locomotive

466 Damaged flange or tread (flat)

466L Damaged flange or tread (flat), locomotive

467 Loose wheel

467L Loose wheel, locomotive

468 Thermal crack, flange or tread

468L Thermal crack, flange or tread, locomotive

469 Other wheel defects, car (enter Code 469 in item 35 and explain in item 50)

469L Other wheel defects, locomotive (enter Code 469 in item 35 and explain in item 50)

LOCOMOTIVES

470L Running gear failure

471L Traction motor failure

472L Crank case or air box explosion

473L Oil fire

474L Electrically caused fire

475L Current collector system

476L Remote control equipment inoperative

477L Broken or defective swing hanger or spring plank

479L Other locomotive defects (enter Code 479L in item 35 and explain in item 50)

DOORS

480 Box car plug door open

481 Box car plug door, attachment defective

482 Box car plug door, locking lever not in place

483 Box car door, other than plug, open

484 Box car door, other than plug, attachment defective

485 Bottom outlet car door open

486 Bottom outlet car door attachment defective

489 Other car door defects (enter Code 489 in item 35 and explain in item 50)

GENERAL MECHANICAL AND ELECTRICAL FAILURES

499 Other mechanical and electrical failures, car (enter Code 499 in item 35 and explain in item 50)

499L Other mechanical and electrical failures, locomotive (enter Code 499L in item 35 and explain in 50)

TRAIN OPERATION - HUMAN FACTORS

BRAKES, USE OF

500 Automatic brake, improper use

501 Dynamic brake, improper use

502 Failure to properly secure engine(s) (railroad employee)

503 Failure to properly secure hand brake on car(s) (railroad employee)

504 Failure to apply sufficient number of hand brakes on car(s) (railroad employees)

505 Failure to apply hand brakes on car(s) (railroad employee)

506 Failure to properly secure engine(s) or car(s) (non-railroad employee)

507 Independent (engine) brake, improper use

508 Failure to control speed of car using hand brake, (railroad employee)

509 Use of brakes, other (enter Code 509 in item 35 and explain in item 50)

EMPLOYEE PHYSICAL CONDITION

510 Impairment of efficiency and judgement because of drugs or alcohol

511 Incapacitation due to injury or illness

512 Employee restricted in work or motion

513 Employee asleep

515 Employee physical condition, other (enter code 515 in item 35 and explain in item 50)

FLAGGING, FIXED, HAND AND RADIO SIGNALS

517 Absence of fixed signal (Blue Signal)

518 Fixed signal improperly displayed (Blue Signal)

519 Fixed signal improperly displayed

52A Block signal, failure to comply

52B Interlocking signal, failure to comply

52C Automatic cab signal, failure to comply

52D Automatic cab signal cut out

52E Automatic train-stop device cut out

52F Automatic train control device cut out

52G Failure to observe hand signals given during a wayside inspection of a moving train

520 Fixed signal, failure to comply

521 Flagging, improper or failure to flag

522 Flagging signal, failure to comply

523 Hand signal, failure to comply

524 Hand signal improper

525 Hand signal, failure to give/receive

526 Radio communication, failure to comply

527 Radio communication, improper

528 Radio communication, failure to give/receive

529 Flagging, fixed, hand and radio signals, other (enter Code 529 in item 35 and explain in item 50)

OTHER RULES AND INSTRUCTIONS

530 Car(s) shoved out and left out of clear

531 Cars left foul

532 Derail, failure to apply or remove

533 Failure to stop train in clear

534 Hazardous materials regulations, failure to comply

535 Instruction to train/yard crew improper

536	Motor car or on-track equipment rules, failure to comply
537	Movement of engine(s) or car(s) without authority, (railroad employee)
538	Shoving movement, absence of man on or at leading end of movement
539	Shoving movement, man on or at leading end of movement, failure to control
540	Skate, failure to remove or place
541	Special operating instruction, failure to comply (identify in item 50)
542	Train order or timetable authority, failure to comply
543	Train orders, radio, error in preparation, transmission or delivery
544	Train orders, written, error in preparation, transmission or delivery
549	Rules and instructions, other (enter Code 549 in item 35 and explain in item 50)

SPEED

550	Coupling speed excessive
553	Switch movement, excessive speed
554	Train inside yard limits, excessive speed
555	Train outside yard limits under clear block, excessive speed
559	Speed, other (enter Code 559 in item 35 and explain in item 50)

SWITCHES, USE OF

560	Spring Switch not cleared before reversing
561	Switch improperly lined
562	Switch not latched or locked
563	Switch previously run through

569 Use of switches, other (enter Code 569 in item 35 and explain in item 50)

MISCELLANEOUS

570 Buffing or slack action excessive

571 Failure to couple

572 Lateral drawbar force on curve excessive

573 Moving cars while loading ramp or bridge plate not in proper position

574 Passed couplers

575 Retarder, improper manual operation

576 Retarder yard skate improperly applied

599 Other train operation/human factors (enter code 599 in item 35 and explain in item 50)

MISCELLANEOUS CAUSES NOT OTHERWISE LISTED

700	Collision with highway user at rail-highway crossing site
701	Emergency brake application to avoid accident
702	Vandalism
703	Interference with railroad operations by nonrailroad employees, other than vandalism
704	Load shifted
705	Load fell from car
706	Overloaded car
707	Improperly loaded car
708	Oversized load, misrouted
709	Object on or fouling track
710	Equipment on or fouling track
711	Trailer or container tiedown equipment improperly applied
712	Overloaded or improperly loaded container or trailer on flat car
713	Interaction of lateral/vertical forces (includes harmonic rock off
714	Failure to control speed of car using hand brake (non-railroad employee)
715	Snow, ice, or mud on track
716	Other acts of God
717	Fire, other than vandalism, involving on-track equipment
718	Hump retarder failed to sufficiently slow car
719	Objects such as lading chains or straps fouling switches
799	Other miscellaneous causes (enter Code 799 in item 35 and explain in item 50)

APPENDIX D

JOB CODES

I EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS

1 Executive, general officers, and assistants

2 Division officers, assistants, and staff assistants

II PROFESSIONAL, CLERICAL, AND GENERAL

3 Professional and subprofessional assistants

4 Supervisory or chief clerks (major departments)

5 Chief clerks (minor departments) and assistant chief clerks and supervising cashiers.

6 Clerks and clerical specialists

7 Clerks

8 Mechanical device operators (office)

9 Stenographers and secretaries

10 Stenographers and typists

11 Storekeepers, sales agents, and buyers

12 Ticket agents and assistant ticket agents

13 Traveling auditors or accountants

14 Telephone switchboard operators and office assistants

15 Messengers and office boys

16 Elevator operators and other office attendants

17 Lieutenants and sargents of police

18 Patrolmen and watchmen

19 Traffic and other agents, inspectors, and investigators

20 Claims agents or investigators

21 Freight claims agents or investigators

22 Chief claim agents or investigators

23 Miscellaneous trades workers (other than plumbers)

24 Motor vehicle and motor car operators

25 Teamsters and stablemen

26 Janitors and cleaners

III MAINTENANCE OF WAY AND STRUCTURES

27 Roadmasters, general foremen, and assistants

28 Maintenance of way and scale inspectors

29 Bridge and building gang foremen (skilled labor)

30 Bridge and building carpenters

31 Bridge and building ironworkers

32 Bridge and building painters

33 Masons, bricklayers, plasterers, and plumbers

34 Maintenance of way and structures helpers and apprentices

35 Portable equipment operators

36 Portable equipment operator helpers

37 Pumping equipment operators

38 Gang foremen (extra gang and work-train laborers)

39 Gang foremen (bridge, building, signal and telegraph laborers)

40 Gang or section foremen

41 Extra gang men

42 Section men

43 Maintenance of way laborers (other than track and roadway), gardeners and farmers

44 General and assistant general foremen and inspectors (signal, telegraph, and electrical transmission)

45 Gang foremen (signal and telegraph skilled trades)

46 Signalmen and signal maintainers

47 Linemen and groundmen

48 Assistant signalmen and assistant signal maintainers

49 Signalmen and signal maintainer helpers

II MAINTENANCE OF EQUIPMENT AND STORES

50 General, assistant general, and department foremen

51 General and assistant general foremen (stores)

52 Equipment, shop, electrical, material and suppliers inspectors

53 Gang foremen and gang leaders (skilled labor)

54 Blacksmiths

55 Boilermakers

56 Carmen. (A and B)

57 Carmen. (C and D)

58 Electrical workers. (A)

59 Electrical workers. (B)

60 Electrical workers. (C)

61 Machinists

62 Molders

63 Sheet-metal workers

64 Skilled trades helpers (M. of E. and stores)

65 Helper apprentices (M. of E. and stores)

66 Regular apprentices (M. of E. and stores)

67 Coach cleaners

68 Gang foremen (shops, engine houses, and power plants)

69 Gang foremen (stores, ice, reclamation, and timber-treating plants)

70 Classified laborers (shops, engine houses, and power plants

71 General laborers (shops, engine houses, and power plants)

72 General laborers (stores and ice, reclamation, and timber-treating plants)

73 Stationary engineers (steam)

74 Stationary firemen, oilers, coal passers, and water tenders

V TRANSPORTATION (OTHER THAN TRAIN, ENGINE, AND YARD)

75 Chief train dispatchers

76 Train dispatchers

77 Train directors

78 Station agents (supervisory-major stations-nontelegraphers)

79 Station agents (smaller stations: nontelegraphers)

80 Station agents (telegraphers and telephoners)

81 Chief telegraphers and telephoners or wire chiefs

82 Clerk-telegraphers and clerk-telephoners

83 Telegraphers, telephoners, and towermen

84 Station masters and assistants

85 Supervising baggage agents

86 Baggage agents and assistants

87 Baggage, parcel room, and station attendants

88 General foremen (freight stations, warehouses, grain elevators, and docks)

89 Assistant general foremen (freight stations, warehouses, grain elevator, and docks)

90 Gang foremen (freight station, warehouse, grain elevator, and dock labor)

91 Callers, loaders, sealers, scalers, and perishable-freight inspectors

92 Truckers (stations, warehouses, and platforms)

93 Laborers (coal and ore docks and grain elevators)

94 Common laborers (stations, warehouses, platforms, and grain elevators)

95 Stewards, restaurant and lodging-house managers, and dining car supervisors

96 Chefs and cooks (restaurants or dining cars)

97 Waiters, camp cooks, kitchen helpers, etc.

98 Officers, workers, and attendents of barges, launches, ferry boats, towing vessels, steamers, and shore workers

99 Transportation and dining-service inspectors

100 Parlor and sleeping car conductors

101 Train attendents

102 Bridge operators and helpers

103 Crossings and bridge flagmen and gatemen

104 Foremen (laundry) and laundry workers

VI (a) TRANSPORTATION (YARDMASTERS, SWITCH TENDERS, AND HOSTLERS)

105 Yardmasters

106 Assistant yardmasters

107 Switch tenders

108 Outside hostlers

109 Inside hostlers

110 Outside hostler helpers

VI (b) TRANSPORTATION (TRAIN AND ENGINE)

111 Road passenger conductors

112 Assistant road passenger conductors and ticket collectors

113 Road freight conductors (through freight)

114 Road freight conductors (local and way freight)

115 Road passenger baggagemen

116 Road passenger brakemen and flagmen

117 Road freight brakemen and flagmen (through freight)

118 Road freight brakemen and flagmen (local and way freight)

119 Yard conductors and yard foremen

120 Yard brakemen and yard helpers

121 Road passenger engineers and motormen

122 Road freight engineers and motormen (through freight)

123 Road freight engineers and motormen (local and way freight)

124 Yard engineers and motormen

125 Road passenger firemen and helpers

126 Road freight firemen and helpers (through freight)

127 Road freight firemen and helpers (local and way freight)

128 Yard firemen and helpers

APPENDIX E

INJURY AND ILLNESS CODES

When the casualty being reported is an injury (fatal or nonfatal), use the following codes to describe the injury and the part of the body affected. For example, a broken collarbone would be coded in Column 9c of Form FRA F 6180-55a as "706E."

Nature of Injury

10	Bruise/contusion
20	Sprain/strain
30	Cut/laceration or abrasion
35	Puncture wound
40	Electrical shock or burn
50	Other burns
60	Dislocation
70	Fracture
75	Dental related injuries
80	Amputation
90	Killed
91	Foreign object in eye
92	Hernia
93	Concussion
94	Nervous shock
95	Internal injury
96	Loss of eye
97	Skin reaction from one-time external exposure
99	Other

Location of Injury

1 Arm or hand:
- A - upper arm
- B - elbow
- C - lower arm
- D - wrist
- E - hand

2 Fingers:
- A - fingers
- B - thumb

3 Leg or foot:
- A - upper leg
- B - knee
- C - lower leg
- D - ankle
- E - heel

4 Toes

5 Head or face:
- A - eye
- B - ear
- C - nose
- D - mouth/teeth
- E - skull/scalp
- F - neck

6 Torso:
- A - spine
- B - back, upper
- C - back, lower
- D - shoulder
- E - collar bone
- F - rib/ribcage
- G - abdomen, internal
- H - abdomen, external
- I - hips

9 Other parts

When an occupational illness of a railroad employee is being reported, use the following codes when completing Form FRA F 6180-55a:

Code	Nature of Illness
110	Occupational skin diseases or disorders
111	Dust diseases of the lungs (pneumoconioses)
112	Respiratory conditions due to toxic agents
113	Poisoning (systemic effects of toxic materials)
114	Disorders due to physical agents (other than toxic materials)
115	Disorders due to repeated trauma
119	All other occupational illness of employees

If the occupational illness resulted in death, the number "9" must be appended to the illness code. For example, an employee who died due to respiratory complications following the inhalation of a toxic substance would be recorded on Form FRA F 6180-55a as "1129."

APPENDIX F

CASUALTY OCCURRENCE CODES

A. COUPLING AND UNCOUPLING LOCOMOTIVES OR CARS

001T	Adjusting coupler, equipment moving unexpectedly
002	Adjusting coupler - equipment standing
002T	Adjusting coupler - equipment moving
003	Crossing over, under or between standing on-track equipment
003T	Crossing over, under or between moving on-track equipment
004	Adjusting coupler, part of coupler fell striking person - equipment standing
004T	Adjusting coupler, part of coupler fell striking person - equipment moving
005	Use of uncoupling lever - equipment standing
005T	Use of uncoupling lever - equipment moving
006T	Use of uncoupling lever - equipment moving unexpectedly
007	Striking parts of body against equipment - equipment standing
007T	Striking parts of body against equipment - equipment moving
008	Stumbled, slipped, fell or stepped on foreign object or irregular surface - equipment standing
008T	Stumbled, slipped, fell or stepped on foreign object or irregular surface - equipment moving
009	Other accidents/incidents while coupling/uncoupling cars or locomotives - equipment standing
009T	Other accidents/incidents while coupling/uncoupling cars or locomotives - equipment moving

B. COUPLING OR UNCOUPLING AIR HOSE (OR TURNING ANGLE COCKS), STEAM HOSE, AND SAFETY CHAINS

051	Crossing over, under or between standing on-track equipment
051T	Crossing over, under or between moving on-track equipment
052	Uncoupling air hose, struck by hose because of sudden release of air - equipment standing
052T	Uncoupling air hose, struck by hose because of sudden release of air - equipment moving
053	Coupling air hose, struck by hose because of sudden release of air - equipment standing
053T	Coupling air hose, struck by hose because of sudden release of air - equipment moving
054	Stumbled, slipped, fell, or stepped on foreign object or irregular surface - equipment standing
054T	Stumbled, slipped, fell, or stepped on foreign object or irregular surface - equipment moving
055	Defective equipment - equipment standing
055T	Defective equipment - equipment moving
056	Burned by hot water or steam from hose - equipment standing
056T	Burned by hot water or steam from hose - equipment moving
057	Opening or closing angle cocks - equipment standing
057	Opening or closing angle cocks - equipment moving
059	Other accidents/incidents while coupling/uncoupling air or steam hose, or turning angle cocks - equipment standing
059T	Other accidents/incidents while coupling/uncoupling air or steam hose, or turning angle cocks - equipment moving

C. WHILE OPERATING OR ON LOCOMOTIVE

101	Burn or electrical shock - equipment standing
101T	Burn or electrical shock - equipment moving
102	Striking parts of body against equipment while moving about locomotive - equipment standing
102T	Striking parts of body against equipment while moving about locomotive - equipment moving
103	Struck by tools or other falling objects - equipment standing
103T	Struck by tools or other falling objects - equipment moving
104	Stumbled, slipped, fell, or stepped on foreign object or irregular surface - equipment standing
104T	Stumbled, slipped, fell, or stepped on foreign object or irregular surface - equipment moving
105	Checking, oiling, servicing locomotive, etc. - equipment standing
105T	Checking, oiling, servicing locomotive, etc. - equipment moving
106T	Unexpected movement of locomotive, other than slack action
107T	Slack action in locomotive
108T	Striking parts of body against equipment because of sudden stop of locomotive
109	Inhalation of or contact with fumes or gases - equipment standing
109T	Inhalation of or contact with fumes or gases - equipment moving
110	Defective locomotive seat - equipment standing
110T	Defective locomotive seat - equipment moving
111	Adjusting locomotive seat - equipment standing
111T	Adjusting locomotive seat - equipment moving

112	Foreign object in eye - equipment standing
112T	Foreign object in eye - equipment moving
119	Other accidents/incidents while operating locomotive - equipment standing
119T	Other accidents/incidents while operating locomotives - equipment moving

D. OPERATING RAIL MOTORCARS

151	Striking parts of body against equipment - equipment standing
151T	Striking parts of body against equipment - equipment moving
152	Struck by tools or other falling objects - equipment standing
152T	Struck by tools or other falling objects - equipment moving
153	Stumbled, slipped, fell or stepped on foreign object or irregular surface - equipment standing
153T	Stumbled, slipped, fell or stepped on foreign object or irregular surface - equipment moving
154	Unexpected movement of rail motorcar
155	Placing/removing rail motorcar on/off rail
159	Other accidents/incidents while operating rail motorcars - equipment standing
159T	Other accidents/incidents while operating rail motorcars - equipment moving.

E. OPERATING HAND BRAKES

200	Manipulating hand brakes, equipment standing, no defects
200T	Manipulating hand brakes, equipment moving, no defects
201	Defective equipment - equipment standing
201T	Defective equipment - equipment moving

202	Pawl slipping or accidentally knocked out of ratchet - equipment standing
202T	Pawl slipping or accidentally knocked out of rachet - equipment moving
203	Striking body not due to movement of equipment
203T	Striking body due to movement of equipment
204T	Losing hold, slipping or falling because of coupling impact
205	Caught between parts of equipment or lading - equipment standing
205T	Caught between parts of equipment or lading - equipment moving
206	Brake chains or bolts, breaking or giving away - equipment standing
206T	Brake chains or bolts, breaking or giving way - equipment moving
207	Losing hold, slipping, or falling - equipment standing
207T	Losing hold, slipping, or falling - equipment moving
208	Caught hand/fingers in spinning brake wheel - equipment standing
208T	Caught hand/fingers in spinning brake wheel - equipment moving
209	Other accidents/incidents while operating hand brakes - equipment standing
209T	Other accidents/incidents while operating hand brakes - equipment moving.

F. OPERATING SWITCHES OR DERAILS

301	Slipped, tripped or fell because of ice or snow
302	Slipped, tripped or fell not due to ice or snow
303	Parts of body struck by or caught by mechanism of switch

304T	Struck by moving on-track equipment
305	Lining switches, defective equipment
306	Lining switches, no defects
307	Manipulating derail, no defects
308	Manipulating derail, defective
309	Other accidents/incidents while operating switches or derails - equipment standing
309T	Other accidents/incidents while operating switches or derails - equipment moving

G. PERSONS ON LOCOMOTIVES OR CARS COMING IN CONTACT WITH FIXED OBJECTS

401	Persons on top of locomotives or cars coming in contact with fixed objects - equipment standing
401T	Persons on top of locomotives or cars coming in contact with fixed objects - equipment moving
402	Persons on side or at end of locomotives or cars coming in contact with fixed objects - equipment standing
402T	Persons on side or at end of locomotives or cars coming in contact with fixed objects - equipment moving
409	Other accidents/incidents in which persons on locomotives or cars come in contact with a fixed object - equipment standing
409T	Other accidents/incidents in which persons on locomotives or cars come in contact with a fixed object - equipment moving

H. GETTING ON OR OFF CARS OR LOCOMOTIVES

501	Slipping or falling because of losing or missing hold of grabiron, handhold, or ladder - equipment standing
501T	Slipping or falling because of losing or missing hold of grabiron, handhold, or ladder - equipment moving
502	Slipping or falling because of losing or missing footing on step, stirrup, footboard, or ladder - equipment standing

502T	Slipping or falling due to losing or missing footing on step, stirrup, footboard, or ladder - equipment moving
503	Stepping or tripping on parts of track in place - equipment standing
503T	Stepping or tripping on parts of track in place - equipment moving
504	Stepping or tripping on foreign material or irregular surface - equipment standing
504T	Stepping or tripping on foreign material or irregular surface - equipment moving
505	Slipping on ice or snow on ground - equipment standing
505T	Slipping on ice or snow on ground - equipment moving
506	Slipping on ice or snow on cars or locomotives - equipment standing
506T	Slipping on ice or snow on cars or locomotives - equipment moving
507	Falling, slipping, tripping, not elsewhere classified - equipment standing
507T	Falling, slipping, tripping, not elsewhere classified - equipment moving
508	Slipping or falling while boarding or alighting from passenger equipment - equipment standing
508T	Slipping or falling while boarding or alighting from passenger equipment - equipment moving
510T	Striking body or falling due to sudden movement of equipment
511	Striking or being struck by equipment, structures, (other than bridges or trestles), or material, including switches or signal parts - equipment standing
511T	Striking or being struck by equipment, structures, (other than bridges or trestles), or material, including switches or signal parts - equipment moving
512	Striking bridges or trestles - equipment standing

512T	Striking bridges or trestles - equipment moving
513	Jumping from equipment - equipment standing
513T	Jumping from equipment - equipment moving
514	Defective equipment - equipment standing
514T	Defective equipment - equipment moving
519	Other accidents/incidents while getting on or off cars or locomotives - equipment standing
519T	Other accidents/incidents while getting on or off cars or locomotives - equipment moving

I. RAIL EQUIPMENT AND RAIL-HIGHWAY GRADE CROSSING ACCIDENTS/INCIDENTS

601C	Casualty resulting from reportable collision
601T	Casualty resulting from nonreportable collision
602D	Casualty resulting from reportable derailment
602T	Casualty resulting from nonreportable derailment
603X	Casualty resulting from other reportable rail equipment accident/incident, except rail-highway crossing accident/incident
603T	Casualty resulting from other nonreportable rail equipment accident/incident involving moving equipment
609X	Casualty in a reportable rail-highway impact at a public crossing, that caused monetary damage in excess of the current threshold required for Form FRA F 6180-54
609T	Casualty in a reportable rail-highway impact at a public crossing, that involved moving on-track rail equipment but did not cause monetary damage above the threshold required for Form FRA F 6180-54
609	Casualty in a reportable rail-highway impact at a public crossing, that involved standing on-track rail equipment but did not cause monetary damage above the thresold required for Form FRA F 6180-54
610X	Casualty in a reportable rail-highway impact at a private crossing, that caused monetary damage in excess of the current threshold required for Form FRA F 6180-54

610T	Casualty in a reportable rail-highway impact at a private crossing, that involved moving on-track rail equipment but did not cause monetary damage above the threshold required for Form FRA F 6180-54
610	Casualty in a reportable rail-highway impact at a private crossing, that involved standing on-track rail equipment but did not cause monetary damage above the threshold required for Form FRA F 6180-54

Note: When codes 601C, 602D, 603X, 609X, or 610X are used to report a casualty, a Form FRA F 6180-54 containing the same incident number shown on the casualty report must also be completed. When an occurrence code beginning with 609 or 610 is used, Form FRA F 6180-57 must also be completed.

J. STRUCK BY OR RAN INTO LOCOMOTIVES OR CARS AT PLACES OTHER THAN RAIL-HIGHWAY CROSSINGS

701	Standing, walking, or running on or along track - equipment standing
701T	Standing, walking, or running on or along track - equipment moving
702T	Crossing track at a designated location, other than a rail-highway site - equipment moving
703	Crossing track not at crossing - equipment standing
703T	Crossing track not at crossing - equipment moving
704T	While on public thoroughfare - equipment moving
705T	On bridges or trestles - equipment moving
706T	Sitting or lying on track or near track not in clear - equipment moving
707T	While working on or along track - equipment moving
708	Passing over, through, or under cars - equipment standing
708T	Passing over, through, or under cars - equipment moving
709	Other - equipment standing
709T	Other - equipment moving

K. SERVICING OR MAINTAINING EQUIPMENT

800T	Absence of fixed signal (Blue Signal) - equipment moving
801T	Fixed signal (Blue Signal) improperly displayed - equipment moving
802	Crossing over, under, or between locomotives or cars - equipment standing
802T	Crossing over, under, or between locomotives or cars - equipment moving
803	Striking or being struck by equipment, structures, or material - equipment standing
803T	Striking or being struck by equipment, structures, or material - equipment moving
804	Using hand tools
805	Using portable power tools
806	Using welding equipment
807	Using oxygen-acytelene, natural gas cutting equipment
808	Using grinding equipment
809	Using scaffolds, ladders, etc.
81A	Lifting parts to install while making repairs
810	Using cranes, hoists, derricks, piledrivers, etc.
811	Using lift trucks and other portable material handling equipment
812	Using shop machinery not elsewhere classified
813	Loading and unloading materials
814	Handling material by hand
815T	Moving equipment for repairs
816	Inhalation of or contact with fumes or gases

817	Foreign object in eye, using eye protection
818	Foreign object in eye, not using eye protection
819	Struck by flying or falling object
820	Electrical flash, shock, or burn
821	Fire or explosion of fuses or torpedoes
822	Other fire or explosion
823	Burned or irritated by hot, corrosive, or toxic substances
824	Stumbling, slipping, falling, caught, not elsewhere classified
825	Other accidents/incidents while servicing or maintaining equipment - equipment standing
825T	Other accidents/incidents while servicing or maintaining equipment - equipment moving

L. MAINTENANCE OF WAY AND STRUCTURES

852	Crossing over, under, or between locomotives or cars - equipment standing
852T	Crossing over, under, or between locomotives or cars - equipment moving
953	Striking or being struck by equipment, structures, or material - equipment standing
853T	Striking or being struck by equipment, structures or material - equipment moving
854	Using hand tools
855	Using portable power tools
856	Using welding equipment
857	Using oxygen-acytelene, natural gas cutting equipment
858	Using grinding equipment

859	Using scaffolds, ladders, etc.
860	Using cranes, hoists, derricks, piledrivers, etc.
861	Using lift trucks and other portable material handling equipment
862	Using shop machinery not elsewhere classified
863	Loading and unloading materials
864	Handling material by hand
866	Inhalation of or contact with fumes or gases
867	Foreign object in eye, using eye protection
868	Foreign object in eye, not using eye protection
869	Struck by flying or falling object
870	Electrical flash, shock, or burn
871	Fire or explosion of fuses or torpedoes
872	Other fire or explosion
873	Burned or irritated by hot, corrosive or toxic substances
874	Stumbling, slipping, falling, caught, not elsewhere classified
875	Use of maintenance of way equipment not elsewhere classified
876	Inserting or removing ties, switchtimbers, and tie plates by use of hand tools
877	Inserting or removing ties, switch timbers, and tie plates by use of portable power tools
878	Loading or unloading ties, switch timbers, tie plates and fastenings
879	Handling rail by use of power tools
880	Handling rail by use of hand tools
890	Handling, inserting, or removing rail anchors (includes being struck by flying anchors)

891	Handling, inserting, or removing track spikes (includes being struck by flying spikes)
892	Working on or about signal or communication poles, signal masts, signal cantilevers, or cantenary systems
893	Servicing or repairing maintenance of way equipment at work site
899	Other accidents/incidents while maintaining way and structures - equipment standing
899T	Other accidents/incidents while maintaining way and structures - equipment moving

M. MISCELLANEOUS

(1) Freight, baggage, express, or mail

901	Handling freight, baggage, express, or mail - equipment standing
901T	Handling freight, baggage, express, or mail - equipment moving
902	Struck or caught by shifted lading - equipment standing
902T	Struck or caught by shifted landing - equipment moving
903	Tripping over, or struck by falling baggage in passenger car - equipment standing
903T	Tripping over, or struck by falling baggage in passenger car - equipment moving
904	Other - equipment standing
904T	Other - equipment moving

(2) Windows, doors, etc., on on-track equipment

907	Opening or closing hopper car roof hatch, bottom hopper doors, gondola end doors or drop-bottom gondola door - equipment standing
907T	Opening or closing hopper car roof hatch, bottom hopper doors, gondola end doors or drop-bottom gondola door - equipment moving
908	Closing or opening freight or baggage car doors, except plug-type car doors, defective equipment - equipment standing

908T	Closing or opening freight or baggage car doors, except plug-type car doors, defective equipment - equipment moving
909	Closing or opening freight or baggage car doors, except plug-type car doors, no defects - equipment standing
909T	Closing or opening freight or baggage car doors, except plug-type car doors, no defects - equipment moving
910	Closing or opening plug-type car doors, defective equipment - equipment standing
910T	Closing or opening plug-type car doors,defective equipment - equipment standing
911	Closing or opening plug-type car doors, no defects - equipment standing
911T	Closing or opening plug-type car doors, no defects - equipment moving
912	Closing or opening coach trap doors - equipment standing
912T	Closing or opening coach trap doors - equipment moving
913	Interior doors - equipment standing
913T	Interior doors - equipment moving
914	Opening or closing locomotive doors - equipment standing
914T	Opening or closing locomotive doors - equipment moving
915	Opening or closing locomotive windows - equipment standing
915T	Opening or closing locomotive windows - equipment moving
916	Opening or closing caboose doors - equipment standing
916T	Opening or closing caboose doors - equipment moving
917	Opening or closing caboose windows - equipment standing
917T	Opening or closing caboose windows - equipment moving
918	Opening or closing other windows - equipment standing
918T	Opening or closing other windows - equipment moving

919	Other accidents/incidents involving windows or doors - equipment standing
919T	Other accidents/incidents involving windows or doors - equipment moving

(3) Passenger Car Doors

920	Caught by side doors while entering coach - equipment standing
920T	Caught by side doors while entering coach - equipment moving
921	Caught by side doors while exiting coach - equipment standing
921T	Caught by side doors while exiting coach - equipment moving
922T	Dragged by train while caught in side doors while entering coach
923T	Dragged by train while caught in side doors while exiting train
924	Struck by side doors while entering coach - equipment standing
924T	Struck by side doors while entering coach - equipment moving
925	Struck by side doors while exiting coach - equipment standing
925T	Struck by side doors while exiting coach - equipment moving
926	Striking side door while entering coach - equipment standing
926T	Striking side door while entering coach - equipment moving
927	Striking side door while exiting coach - equipment standing
927T	Striking side door while exiting coach - equipment moving

(4) Stumbling, slipping, falling, caught, not elsewhere classified

930	On snow or ice - equipment standing
930T	On snow or ice - equipment moving
931	On foreign material or irregular surface - equipment standing
931T	On foreign material or irregular surface - equipment moving
932	On parts of track in place - equipment standing
932T	On parts of track in place - equipment moving
933	On stairways, ramps, or platforms
934	Between locomotive or car and other cars and structures - equipment standing
934T	Between locomotive or car and other cars and structures - equipment moving
935	From bridges or trestles - equipment standing
935T	From bridges or trestles - equipment moving
936	From structures other than bridges or trestles - equipment standing
936T	From structures other than bridges or trestles - equipment moving
937	Into depressions - equipment standing
937T	Into depressions - equipment moving
938	While on locomotive or car - equipment standing
938T	While on locomotive or car - equipment moving
939	Other - equipment standing
939T	Other - equipment moving

(5) Flying or falling objects, burns and similar occurrences, not elsewhere classified

940	Foreign object in eye - equipment standing
940T	Foreign object in eye - equipment moving

941	Struck by flying or falling object (except assaults) - equipment standing
941T	Struck by flying or falling object (except assaults) - equipment moving
942	Electrical flash, shock, or burn - equipment standing
942T	Electrical flash, shock, or burn - equipment moving
943	Fire or explosion of fusees or torpedoes - equipment standing
943T	Fire or explosion of fusees or torpedoes - equipment moving
944	Other fire or explosion - equipment standing
944T	Other fire or explosion - equipment moving
945	Burned by hot or corrosive substance - equipment standing
945T	Burned by hot or corrosive substance - equipment moving
946	Inhalation of or contact with fumes or gases - equipment standing
946T	Inhalation of or contact with fumes or gases - equipment moving
947	Electrical flash, shock or burn due to contact with cantenary, pantograph or third rail - equipment standing
947T	Electrical flash, shock or burn due to contact with cantenary, pantograph or third rail - equipment moving
949	Other - equipment standing
949T	Other - equipment moving

(6) Operation of on-track work equipment (track motorcar, highway-rail car, on-track push car, on-track crane, on-track ballast tamping machine, etc.)

950T	Collision with train or car (if reportable as a Rail Equipment Accident/Incident, use Code 601C)

951T	Collision with other on-track work equipment (if reportable as a Rail Equipment Accident/Incident, use Code 601C)
952T	Jumping from equipment in anticipation of a collision
953T	Derailment (if reportable as a Rail Equipment Accident/Incident, use Code 602D)
954	Getting on or off - equipment standing
954T	Getting on or off - equipment moving
959	Other - equipment standing
959T	Other - equipment moving

(7) Assault

Group I - Unprovoked assaults and other criminal acts directed against employees and other persons not involved in protecting railroad property

96A	Shot while on standing on-track equipment
96AT	Shot while on moving on-track equipment
96B	Shooting incidents not involving persons on on-track equipment
96C	Struck by other propelled object while on locomotive - equipment standing
96CT	Struck by other propelled object while on locomotive - equipment standing
96D	Struck by other propelled object while on car - equipment standing
96DT	Struck by other propelled object while on car - equipment moving
96E	Struck by other propelled object while on caboose - equipment standing
96ET	Struck by other propelled object while on caboose - equipment moving
96F	Struck by other propelled object, not on on-track equipment

96GT	Other unprovoked assaults to persons on on-track equipment - equipment moving
96G	All other unprovoked assaults

Group II - Casualties from assaults which occurred in connection with the protection of railroad property

96J	Shot while on standing on-track equipment
96JT	Shot while on moving on-track equipment
96K	Shooting incidents that did not involve persons on on-track equipment
96L	Other assaults connected with the protection of railroad property - equipment standing
96LT	Other assaults connected with protection of railroad property - equipment moving
96MT	All other assaults to persons on moving on-track equipment
96M	All other assaults
96N	Injuries sustained by the perpetrator of an assault

(8) Other occurrences

970	Performing rerailing or other clearing operations - equipment standing
970T	Performing rerailing or other clearing operations - equipment moving
971T	Locomotive or car coming against car placed for loading or unloading
972T	Sudden movement of car, not otherwise classified
974T	Slack action in caboose
975T	Slack action, other
976T	Emergency or severe application of air brakes due to defective equipment
977T	Emergency or severe application of air brakes not caused by defective equipment
978	Motor vehicle accidents/incidents

979	Servicing and maintaining highway vehicles
980	Horseplay
981	Animal bites, including snake bites
982	Insect bites
983	Incidents occurring within offices involving persons in clerical, and similar occupations
984	Contact with poisonous plants
985	Stepping on nails or other sharp objects
986T	Unexpected movement of caboose, other than slack action
987	Caboose fire - equipment standing
987T	Caboose fire - equipment moving
988	Other accidents/incidents while in the caboose - equipment standing
988T	Other accidents/incidents while in the caboose - equipment moving
989	Other accidents/incidents - equipment standing
989T	Other accidents/incidents - equipment moving

APPENDIX G

ACCIDENT INCIDENT REPORT FORMS

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAILROAD INJURY AND ILLNESS SUMMARY

Form Approved
OMB No. 04-R4009

1. NAME OF REPORTING RAILROAD	2. ALPHABETIC CODE	3. REPORT MONTH & YEAR	4. STATE ALPHABETIC CODE	5. COUNTY
NAME OF REPORTING OFFICER			OFFICIAL TITLE	
ADDRESS			TELEPHONE *(Area Code) (Number)*	

6.

I, ______________________ *(Name of Affiant)*, being first duly sworn, do say upon my oath that I am ______________________ *(Title of Office held by affiant)*, of the railroad aforesaid and as such officer of the said railroad it is my duty to have supervision over the record of reportable incidents arising from the operation of the said railroad, and that I have caused to be compiled from the said record and to be carefully examined the annexed report of such incidents occurring during the month named at the head of this sheet; and that the said report is true and complete to the best of my knowledge and belief.

Subscribed and sworn to before me, a notary public in and for the State and County aforesaid, this ______ day of ______________, 19____ .

(Use an im-
[L.S]
pression seal) ______________________ *(Notary Public)* ______________________ *(Signature of affiant)*

7. MILES RUN DURING MONTH

A. LOCOMOTIVE TRAIN MILES	B. MOTOR TRAIN MILES	C. YARD SWITCHING MILES	D. TOTAL

8.

A. EMPLOYEE MANHOURS WORKED	B. PASSENGER MILES OPERATED	C. NUMBER OF PASSENGERS TRANSPORTED

TOTAL TRAIN ACCIDENTS	TOTAL FRA FORMS 6180-55A	TOTAL FRA FORMS 6180-54	TOTAL FRA FORMS 6180-57

SECTION A–RECAPITULATION OF ALL CASUALTIES *INCLUDING* HIGHWAY GRADE CROSSING ACCIDENT/INCIDENT CASUALTIES								CLASS OF PERSON FOR SECTIONS A AND B	SECTION B–RECAPITULATION OF ALL HIGHWAY GRADE CROSSING ACCIDENT/INCIDENT CASUALTIES							
TRAIN ACCIDENTS		TRAIN INCIDENTS		NONTRAIN INCIDENTS		TOTAL			TRAIN ACCIDENTS		TRAIN INCIDENTS		NONTRAIN INCIDENTS		TOTAL	
Kld	Inj	Kld	Inj	Kld	Inj	Kld	Inj		Kld	Inj	Kld	Inj	Kld	Inj	Kld	Inj
								1. Employees on duty								
								2. Employees not on duty								
								3. Passengers on trains								
								4. Other nontrespassers								
								5. Trespassers (all classes)								
								6. Contractor Employees								
								7. GRAND TOTAL								

SECTION C–MEMORANDUM–SUBSEQUENT FATALITIES DEVELOPED FROM REPORTED CASUALTIES

LINE NO.	ACCIDENT/INCIDENT NUMBER	TYPE PERSON OR JOB CODE	DATE OF INJURY	DATE OF DEATH	STATE
1.					
2.					
3.					
4.					

FORM FRA F 6180-55 (8-76) REPLACES FORM FRA F 6180-55 (12-74) WHICH IS OBSOLETE.

This report is required by law (45 USC 40). Failure to report can result in the imposition of civil penalties.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAILROAD INJURY AND ILLNESS SUMMARY
(CONTINUATION SHEET)

FORM APPROVED
OMB NO. 04R4035

SHEET ____ OF ____

1. NAME OF REPORTING RAILROAD	2. ALPHABETIC CODE	3. REPORT MONTH

9.

CASUALTIES (*Cont.*)

a. ACCIDENT/ INCIDENT NUMBER	b. TYPE PERSON OR JOB CODE	c. INJURY OR ILLNESS CODE	d. OCCURRENCE CODE	e. AGE	f. NUMBER OF DAYS AWAY FROM WORK	g. NUMBER OF DAYS OF RESTRICTED ACTIVITY	h. CASES WITH-OUT LOST WORK DAYS	i. STATE ALPHABETIC CODE

FORM FRA F 6180-55a (12-74)

GPO 880-564

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

FORM APPROVED
OMB NO. 04R4006

1. NAME OF REPORTING RAILROAD	Amtrak ☐ Autotrain ☐	1a. Alphabetic Code	1b. Railroad Accident/Incident No.
2. NAME OF OTHER RAILROAD INVOLVED IN TRAIN ACCIDENT/INCIDENT		2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. NAME OF RAILROAD RESPONSIBLE FOR TRACK MAINTENANCE *(single entry)*		3a. Alphabetic Code	3b. Railroad Accident/Incident No.
4. U.S. DOT-AAR GRADE CROSSING IDENTIFICATION NUMBER		5. DATE OF ACCIDENT/INCIDENT month / day / year	6. TIME OF ACCIDENT/INCIDENT am ☐ pm ☐

7. TYPE OF ACCIDENT/INCIDENT *(enter number in code box, single entry)* — CODE
1. Derailment 2. Head on collision 3. Rear end collision 4. Side collision 5. Raking collision 6. Broken train collision 7. Rail-Hwy crossing 8. RR grade crossing 9. Obstruction 10. Explosion-Detonation 11. Fire or violent rupture 12. Other *(specify)*

HAZARDOUS MATERIALS *(number of)*

8. CARS CARRYING	9. CARS DAMAGED OR DERAILED	10. CARS WHICH RELEASED HAZ. MAT.	11. PEOPLE EVACUATED *(est.)*

LOCATION

12. DIVISION	13. NEAREST STATION	14. MILEPOST *(to nearest tenth)*	15. STATE *(two letter code)* — CODE

ENVIRONMENTAL CONDITIONS

16. TEMPERATURE *(specify if minus)* °F	17. VISIBILITY *(single entry)* — CODE 1. Dawn 2. Day 3. Dusk 4. Dark	18. WEATHER *(single entry)* — CODE 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

OPERATIONAL DATA

19. METHOD *(place X in appropriate box(es))*
1 ☐ Manual block
2 ☐ Interlocking
3 ☐ Cab signal
4 ☐ Automatic block
5 ☐ Traffic control
6 ☐ Auto. train stop
7 ☐ Yard rules
8 ☐ Time table
9 ☐ Radio
10 ☐ Auto. train control
11 ☐ Verbal permission
12 ☐ Train orders
13 ☐ Other *(specify)*

20. SPEED *(recorded speed, if available)* MPH Est. ☐ Recorded ☐	21. TRAIN NUMBER	22. TIME TABLE DIRECTION — CODE 1. North 2. South 3. East 4. West

EQUIPMENT

23. TRAILING TONS *(gross tonnage, excluding power units)*	24. TYPE OF EQUIPMENT CONSIST *(single entry)* — CODE 1. Freight train 2. Passenger train 3. Mixed train 4. Work train 5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s)		25. WAS THE EQUIPMENT IDENTIFIED IN ITEM 24 UNATTENDED? — CODE 1. Yes 2. No
26. TRACK NUMBER OR NAME	27. FRA TRACK CLASSIFICATION	28. ANNUAL TRACK DENSITY *(gross tons in millions)*	29. TYPE OF TRACK — CODE 1. Main 2. Yard 3. Siding 4. Industry

30. PRINCIPLE CAR/UNIT	30a. Initial and Number	30b. Position in Train	30c. Loaded *(yes or no)*
(1) First Involved *(derailed, struck, striking, etc.)*			
(2) Causing *(mechanical failures)*			

31. LOCOMOTIVE UNITS *(no. of)*	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote
(1) Total in Train					
(2) Total Derailed					

32. CARS *(no. of)*	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Equipment Consist					
(2) Total Derailed					

PROPERTY DAMAGE *(estimated cost, including labor, to repair or replace)*

33. EQUIPMENT DAMAGE *(to be reported for this equipment consist only)* $	34. TRACK, SIGNAL, WAY AND STRUCTURES DAMAGE *(to be reported by railroad in item 3 only)* $

ACCIDENT/INCIDENT CAUSE CODE

35. PRIMARY CAUSE — CODE	36. CONTRIBUTING CAUSE — CODE	37. If no code available, explain cause.

CASUALTIES

38. NUMBER OF PERSONS INJURED	39. ESTIMATED TOTAL DAYS DISABILITY	40. NUMBER OF FATALITIES

CREW *(no. of)*

41. ENGINEERS	42. FIREMEN	43. CONDUCTORS	44. BRAKEMEN

HOURS ON DUTY

45. ENGINEER Hrs: Mins:	46. CONDUCTOR Hrs: Mins:

47. TYPED NAME AND TITLE	48. SIGNATURE	49. DATE

50. NARRATIVE DESCRIPTION – *Describe the cause, nature and circumstances of accident/incident*

FORM FRA F 6180-54 (12-74) REPLACES FORM FRA F 6180-15 (11-72) WHICH IS OBSOLETE GPO 880-668

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAIL-HIGHWAY GRADE CROSSING ACCIDENT/INCIDENT REPORT

FORM APPROVED
OMB NO. 04R4033

1. NAME OF REPORTING RAILROAD — Amtrak / Autotrain
1a. Alphabetic Code
1b. Railroad Accident/Incident No.

2. NAME OF OTHER RAILROAD INVOLVED IN TRAIN ACCIDENT/INCIDENT
2a. Alphabetic Code
2b. Railroad Accident/Incident No.

3. NAME OF RAILROAD RESPONSIBLE FOR TRACK MAINTENANCE *(single entry)*
3a. Alphabetic Code
3b. Railroad Accident/Incident No.

4. U. S. DOT-AAR GRADE CROSSING IDENTIFICATION NUMBER
5. DATE OF ACCIDENT/INCIDENT month day year
6. TIME OF ACCIDENT/INCIDENT am ☐ pm ☐

LOCATION

7. NEAREST RAILROAD STATION
8. COUNTY
9. STATE *(two letter code)* CODE
10. CITY *(if in a city)*
11. HIGHWAY NAME OR NUMBER *(if private crossing, so state)*

ACCIDENT/INCIDENT SITUATION

HIGHWAY USER INVOLVED

12. TYPE 1. Auto 2. Truck 3. Truck-Trailer 4. Bus 5. School Bus 6. Motorcycle 7. Pedestrian 8. Other *(specify)* CODE
13. SPEED *(estimated mph at impact)*
14. DIRECTION *(geographical)* 1. North 2. South 3. East 4. West CODE
15. POSITION 1. Stalled on crossing 2. Stopped on crossing 3. Moving over crossing CODE

RAILROAD EQUIPMENT INVOLVED

16. EQUIPMENT 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* CODE
17. POSITION OF CAR/UNIT IN TRAIN CODE
18. CIRCUMSTANCE 1. Train struck highway user 2. Train struck by highway user CODE

19. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway user 2. Rail equipment 3. Both 4. Neither CODE

ENVIRONMENT

20. TEMPERATURE *(specify, if minus)* °F
21. VISIBILITY *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark CODE
22. WEATHER *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow CODE

TRAIN AND TRACK

23. TYPE OF TRAIN 1. Freight 2. Passenger 3. Mixed 4. Work 5. Yard/Switching 6. Light Locomotive(s) CODE
24. TRACK TYPE USED BY TRAIN INVOLVED 1. Main 2. Yard 3. Siding 4. Industry CODE
25. TRACK NUMBER OR NAME
26. FRA TRACK CLASSIFICATION
27. NUMBER OF LOCOMOTIVE UNITS
28. NUMBER OF CARS
29. TRAIN SPEED *(recorded speed, if available)* MPH Est ☐ Recorded ☐
30. TIME TABLE DIRECTION 1. North 2. South 3. East 4. West CODE

CROSSING WARNING

31. TYPE *(place X in appropriate box(es))*

1 ☐ Gates	5 ☐ Hwy. Traffic Signals	9 ☐ Watchman
2 ☐ Cantilever FLS	6 ☐ Audible	10 ☐ Flagged by crew
3 ☐ Standard FLS	7 ☐ Crossbucks	11 ☐ Other *(specify)*
4 ☐ Wig Wags	8 ☐ Stop Signs	12 ☐ None

32. SIGNALED CROSSING WARNING Was the signaled crossing warning identified in item 31 operating? 1. Yes 2. No CODE
33. LOCATION OF WARNING 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach CODE
34. CROSSING WARNING INTERCONNECTED WITH HIGHWAY SIGNALS 1. Yes 2. No 3. Unknown CODE
35. CROSSING ILLUMINATED BY STREET LIGHTS OR SPECIAL LIGHTS 1. Yes 2. No 3. Unknown CODE

MOTORIST ACTION

36. MOTORIST PASSED STANDING HIGHWAY VEHICLE 1. Yes 2. No 3. Unknown CODE
37. MOTORIST DROVE BEHIND OR IN FRONT OF TRAIN AND STRUCK OR WAS STRUCK BY SECOND TRAIN 1. Yes 2. No 3. Unknown CODE
38. MOTORIST 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Other *(specify)* 5. Unknown CODE
39. VIEW OF TRACK OBSCURED BY *(primary obstruction)* 1. Permanent structure 2. Standing railroad equipment 3. Passing train 4. Topography 5. Vegetation 6. Highway vehicles 7. Other *(specify)* 8. Not obstructed CODE

HIGHWAY VEHICLE PROPERTY DAMAGE/CASUALTIES

40. HIGHWAY VEHICLE PROPERTY DAMAGE *(est. dollar damage)*
41. DRIVER WAS 1. Killed 2. Injured 3. Uninjured CODE
42. WAS DRIVER IN THE VEHICLE? 1. Yes 2. No CODE
43. TOTAL NUMBER OF OCCUPANTS KILLED
44. TOTAL NUMBER OF OCCUPANTS INJURED
45. TOTAL NUMBER OF OCCUPANTS *(include driver)*

46. IS A RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT BEING FILED? 1. Yes 2. No CODE

47. TYPED NAME AND TITLE
48. SIGNATURE
49. DATE

FORM FRA F 6180-57 (12-74) REPLACES FORM FRA F 6180-13 (10-67) WHICH IS OBSOLETE

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FORM APPROVED
OMB NO. 04R4034

ANNUAL RAILROAD REPORT
OF
MANHOURS BY STATE

1. REPORTING RAILROAD	ALPHABETIC CODE	2. REPORT YEAR

3. ANNUAL MANHOURS

A. STATE	B. CODE	C. M/HRS.	A. STATE	B. CODE	C. M/HRS.
(1) ALABAMA	AL		(26) MONTANA	MT	
(2) ALASKA	AK		(27) NEBRASKA	NE	
(3) ARIZONA	AZ		(28) NEVADA	NV	
(4) ARKANSAS	AR		(29) NEW HAMPSHIRE	NH	
(5) CALIFORNIA	CA		(30) NEW JERSEY	NJ	
(6) COLORADO	CO		(31) NEW MEXICO	NM	
(7) CONNECTICUT	CT		(32) NEW YORK	NY	
(8) DELAWARE	DE		(33) NORTH CAROLINA	NC	
(9) DISTRICT OF COLUMBIA	DC		(34) NORTH DAKOTA	ND	
(10) FLORIDA	FL		(35) OHIO	OH	
(11) GEORGIA	GA		(36) OKLAHOMA	OK	
(12) IDAHO	ID		(37) OREGON	OR	
(13) ILLINOIS	IL		(38) PENNSYLVANIA	PA	
(14) INDIANA	IN		(39) RHODE ISLAND	RI	
(15) IOWA	IA		(40) SOUTH CAROLINA	SC	
(16) KANSAS	KS		(41) SOUTH DAKOTA	SD	
(17) KENTUCKY	KY		(42) TENNESSEE	TN	
(18) LOUISIANA	LA		(43) TEXAS	TX	
(19) MAINE	ME		(44) UTAH	UT	
(20) MARYLAND	MD		(45) VERMONT	VT	
(21) MASSACHUSETTS	MA		(46) VIRGINIA	VA	
(22) MICHIGAN	MI		(47) WASHINGTON	WA	
(23) MINNESOTA	MN		(48) WEST VIRGINIA	WV	
(24) MISSISSIPPI	MS		(49) WISCONSIN	WI	
(25) MISSOURI	MO		(50) WYOMING	WY	

4. TYPED NAME AND TITLE	5. SIGNATURE	6. DATE

FORM FRA F 6180-56 (8-74) SUBMIT THIS FORM WITH THE FRA F 6180-55, DECEMBER REPORT.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB APPROVAL NO.
04–R4037

ANNUAL SUMMARY REPORT
of
RAILROAD INJURY AND ILLNESS

(Covering Calendar Year ____)

COMPLETE THIS REPORT WHETHER OR NOT THERE WERE ANY REPORTABLE OCCUPATIONAL INJURIES OR ILLNESSES. READ INSTRUCTIONS BEFORE COMPLETING THIS FORM

I. ESTABLISHMENTS INCLUDED IN THIS REPORT

This report should include all establishments located in, or identified by, the reporting railroad. Enter the number of establishments (see definition in the FRA Guide).

____

II. AVERAGE EMPLOYMENT IN REPORTING YEAR

Enter the average number of employees during calendar year. Count all classes of employees, including seasonal, temporary, part-time, etc. See instructions in the FRA Guide for examples of computing your average employment.

________________ (Round to the nearest whole number)

III. TOTAL HOURS WORKED IN REPORTING YEAR

Enter the total number of hours actually worked by all employees. DO NOT include any non-work time even though paid, such as vacations, sick leave, holidays, etc.

________________ (Round to the nearest whole number)

IV. REPORTABLE INJURIES AND ILLNESSES

Did you have any reportable injuries or illnesses during the reporting year? (Check one)

(1) ☐ No - complete Section VII,

(2) ☐ Yes - complete Sections V, VI and VII.

V. MONTHLY DATA OF REPORTABLE INJURIES AND ILLNESSES

Of the Total Reportable Occupational Injuries and Illnesses (Section VI, Line 10 column 1), how many occurred in the following months?

Calendar Year

Jan.	______	Apr.	______	July	______	Oct.	______
Feb.	______	May	______	Aug.	______	Nov.	______
Mar.	______	June	______	Sept.	______	Dec.	______

CORPORATE NAME AND MAILING ADDRESS OF REPORTING RAILROAD →

Name

Alphabetic Railroad Code (See FRA Guide, Appendix A)

STREET

CITY

STATE

ZIP CODE

FORM FRA F6180-45 (7-76)
PREVIOUS EDITIONS ARE OBSOLETE.

This report is required by regulation (49 CFR 225). Failure to report can result in the imposition of civil penalties.

VI. INJURY AND ILLNESS SUMMARY (Covering Calendar Year ______________________)

INSTRUCTIONS:

- This section may be completed by Copying data from the "Annual Summary" which you are required to complete and post in your establishment.
- Leave Section VI blank if there were no reportable injuries or illnesses during the reporting year.
- Line 9 – Add all Occupational Illnesses (Lines 2 through 8) and enter on this line for each column (1) through (8).
- Line 10 - Add Occupational Injuries (Line 1) and the sum of all Occupational Illnesses (Line 9) and enter on this line for each column (1) through (8).

LINE		INJURY AND ILLNESS CATEGORY	TOTAL CASES (1)	DEATHS (2)	LOST WORKDAY CASES ONLY				NONFATAL CASES WITH-OUT LOST WORKDAYS (7)	TERMINA-TIONS OR PERMANENT TRANSFERS (8)
					Total lost work-day cases (includes restricted workday cases) (3)	Cases involving days away from work (4)	Days away from work (5)	Days of restricted work activity (6)		
1		**OCCUPATIONAL INJURIES**								
2	**OCCUPATIONAL ILLNESSES**	Occupational Skin Diseases or Disorders								
3		Dust Diseases of the Lungs								
4		Respiratory Conditions Due to Toxic Agents								
5		Poisoning (Systemic Effects of Toxic Materials)								
6		Disorders Due to Physical Agents								
7		Disorders Associated With Repeated Trauma								
8		All Other Occupational Illnesses								
9		**TOTAL OCCUPATIONAL ILLNESSES** (Add Lines 2 through 8)								
10		**TOTAL OCCUPATIONAL INJURIES AND ILLNESSES** (Add Lines 1 and 9)								

VII. COMMENTS: ______________________________

____

____

____

Report prepared by: ______________________ Area Code and Phone: ______________________

Title: ______________________ Date: ______________________

☆U.S. GOVERNMENT PRINTING OFFICE: 1982-381-428/2380